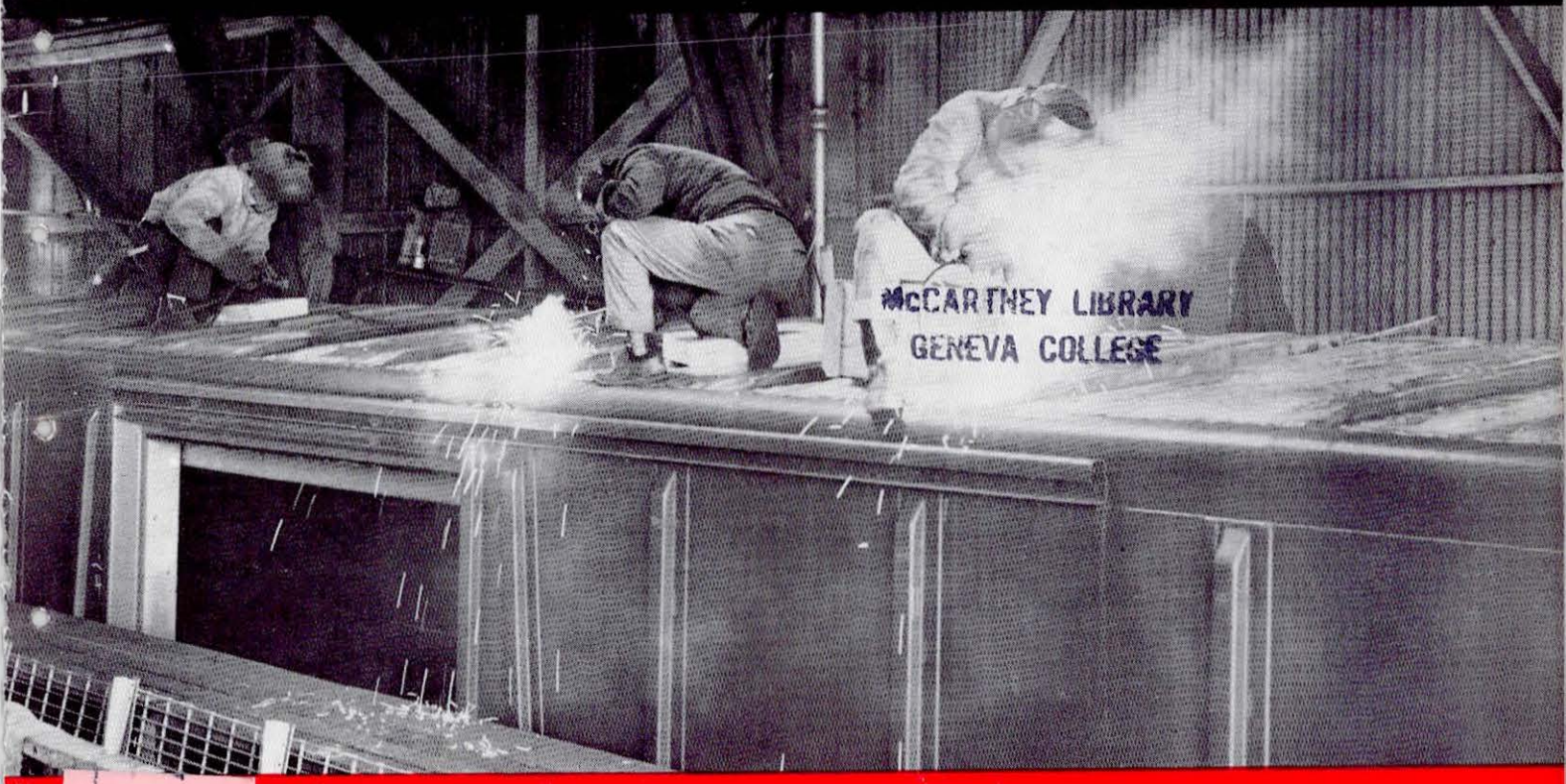
RRs' 'Average' vs. Competitors' Best... p. 50

July 11, 1960

RAILWAY AGE *weekly*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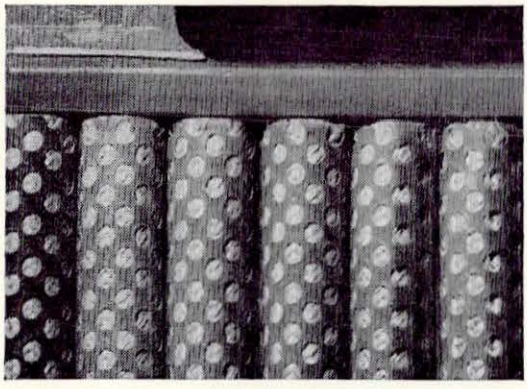

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says Mr. Arthur Jansen, Railroad Security Analyst, W. E. Burnet & Company, New York, N.Y.

Portrait by Editta Sherman

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RAILWAY AGE *weekly* July 11, 1960 • Vol. 149, No. 2

Week at a Glance

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Railway Age, established in 1856, is indexed by the Business Periodicals Index, the Engineering Index Service and the Public Affairs Information Service. Name registered in U.S. Patent Office and Trade Mark Office in Canada.

Published weekly by the Simmons-Boardman Publishing Corporation at 440 Boston Post Road, Orange, Conn. Second-class postage paid at the Post Office at Orange, Conn James G. Lyne, chairman of the board; Arthur J. McGinnis, president and treasurer; Duane C. Salisbury, executive vice-president; George Dusenbury, vice-president and editorial and promotion director; Robert G. Lewis, Joe W. Kizzia, M. H. Dick, M. J. Figa, R. C. Van Ness, vice-presidents.

Work rules arbitration rejected ..... p. 9

The unions want the dispute referred to a "special wage structure commission" for study—but they don't want any such commission's findings to be binding. The carriers feel that they "just can't dissipate two or three years in a study that would not be binding and final."

Cover Story—PFE expands its mechanical reefer fleet p.22

The company's Los Angeles shop is turning out five units a day to complete an order for 1,000 mechanical refrigerator cars. When the $26,000,000 order is finished, PFE will own the country's largest fleet of mechanical reefers.

Wheat traffic outlook good p.41

Despite adverse weather conditions that put the winter wheat harvest behind schedule, most traffic men are looking for substantial increases in grain loadings.

Frisco must modify CofGa plan p.46

The ICC has refused to approve Frisco's plan for trusteeing its CofGa stock unless the trust agreement is changed to permit the trustee to sell the stock to any railroad offering to purchase it under terms found just and reasonable by the Commission.

Industrial holidays cut RR forces p.47

Declining freight volume—caused partly by the practice, in some industries, of taking long summer holidays—has resulted in a spurt of railroad layoffs. PRR reports the biggest reduction—2,200 employees furloughed indefinitely.

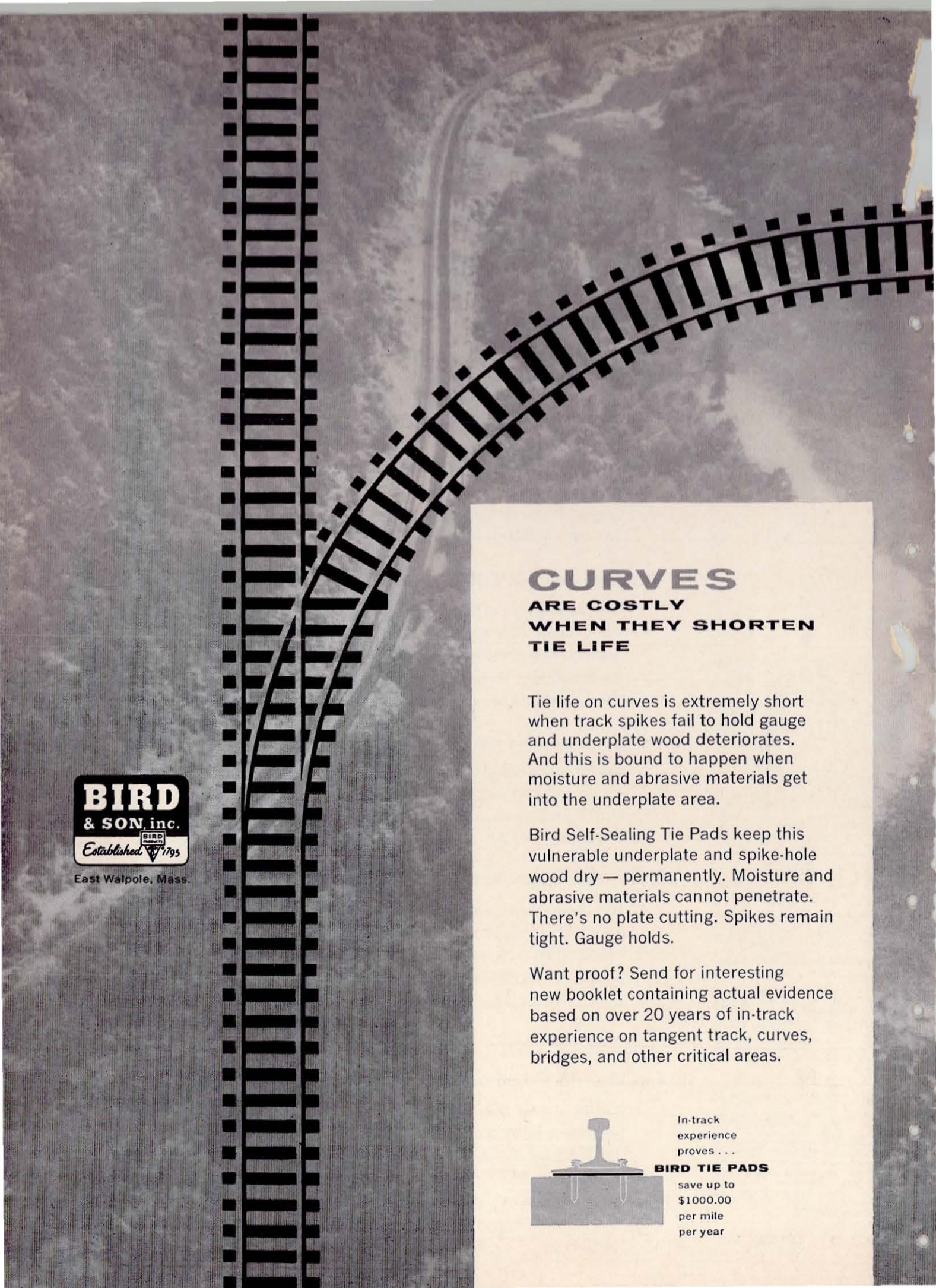
The Action Page—RRs' 'average' vs. competitors' best p.50

In most businesses competitors put forward their most attractive merchandise. It's different in transportation. More often than not, when railroads compete with other transport media, they are allowed to cite only their average performance, rather than the best of which they're capable.

Short and Significant

End of surface-mail airlift . . .

will be up to the Senate when Congress returns next month. Before adjournment for the national political conventions, the House passed a bill to end the Post Office Department's seven-year-old "experiment." The bill would prohibit air transportation of four-cent mail on routes where surface



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Week at a Glance CONT.

Current Statistics

Operating revenues	
5 mos., 1960 ...	$4,064,090,155
5 mos., 1959 ...	4,125,693,993
Operating expenses	
5 mos., 1960 ...	3,195,545,311
5 mos., 1959 ...	3,229,846,918
Taxes	
5 mos., 1960 ...	450,170,907
5 mos., 1959 ...	438,663,308
Net railway operating income	
5 mos., 1960 ...	273,263,468
5 mos., 1959 ...	324,315,344
Net income estimated	
5 mos., 1960 ...	195,000,000
5 mos., 1959 ...	234,000,000
Average price railroad stocks	
July 5, 1960 ...	95.06
July 7, 1959 ...	115.53
Carloadings, revenue freight	
25 wks., 1960 ..	15,140,335
25 wks., 1959 ..	15,694,286
Freight cars on order	
June 1, 1960 ..	36,106
June 1, 1959 ..	36,869
Freight cars delivered	
5 mos., 1960 ...	25,360
5 mos., 1959 ...	14,322

●

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J. C. Lyddy—district manager

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transportation facilities are adequate. The House action was a win for the railroads but a tough fight against favorable Senate action is expected to be made, especially by the Post Office and airlines.

Decline of $39 million in net income . . .

of Class I railroads is estimated by the AAR for 1960's first five months, compared with the corresponding 1959 period. The estimate puts this year's five-months' net at $195 million, compared with $234 million last year. May's estimated net, at $47 million, was off $25 million from May 1959's $72 million. Twenty-nine Class I roads failed to earn their fixed charges in this year's first five months. Rate of return for the 12 months ended with May was 2.54%.

President Eisenhower has signed into law . . .

the excise tax act which continues the present 10% tax on passenger fares. The act also extends for another year the corporate income tax rate of 52%.

North American Car's NITX pool . . .

has signed up two additional members—Milwaukee and Lackawanna. The specialized car pool, formed last December, now numbers nine member roads and "discussions are in progress with several other potential members."

The 30-day cooling off period . . .

following submission of emergency board recommendations in the non-ops' wage-benefit case expired last week as carrier and union negotiators continued discussion of the issues. Meanwhile, emergency boards worked toward submission of recommendations in two other cases—the wage dispute between the carriers and the SUNA; and the dispute involving train radio and other issues between Santa Fe (Coast Lines) and the BLE. Reports in both cases are expected about July 15.

New York Central's offer . . .

to acquire stock control of the Baltimore & Ohio will be considered at the regular meeting of B&O directors July 20. NYC is offering a stock-and-cash package worth $42.50 for each share of B&O common (RA, July 4, p. 9).

SAL and ACL stockholders . . .

will vote on the proposed merger of the two roads at special meetings in Richmond, Va., Aug. 18, according to proxy material mailed last week. Directors approved the merger plan May 19. The new company would be called the Seaboard Coast Line.

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Work Rules Arbitration Rejected

► **The Story at a Glance: Railway management and the big four operating brotherhoods hoarded their fireworks until July 6. Then, in rapid-fire order:**

- **The organizations proposed creation of a tripartite "special wage structure commission" to consider and make recommendations on the work rules issue and "such other proposals as either party may desire to submit."**
- **Management representatives quickly found this wide-ranging proposition unacceptable and proposed instead that any commission studying rules be empowered to make its findings binding on both sides.**
- **The unions, reacting with equal vigor, called the carriers' objections "not well taken"—and then rejected binding arbitration of the rules dispute at issue.**

The outlook, after the smoke had cleared: Carrier proposals for rules revision and union counter-proposals, if any, will be progressed through the machinery set up by the Railway Labor Act.

For the third time in 17 months, revision of railroad work rules has been nudged in the direction of a "study commission." But unless the carriers and the brotherhoods find a greater area of agreement than they've found thus far—or unless strong outside pressures are exerted—the third time around may have killed off the idea for good.

Basically, the present dispute-within-a-dispute is this:

- The four organizations—the BLE, BLF&E, BRT and ORC&B—want a study commission (a) with labor representation; (b) with only the power to recommend; and (c) with no restrictions on the field of inquiry.
- The carriers will agree to creation of a commission (a) with power to make its findings binding; and (b) with the area of investigation limited to the rules notices of last Nov. 2, plus specific bargainable counter-proposals which the brotherhoods may want to make.

Carrier spokesmen noted that in February 1959 the railroads actively sought creation of a presidential commission to make a "fair and objective" study of the problems facing the industry, among them the rules question. But, they said, the organizations opposed the move and took a position that procedures set up by the Railway Labor Act should be followed in settling the dispute.

The organizations' July 6 letter to the carriers, however, contends that the carrier rules proposal "necessarily involves a comprehensive review of the entire wage structure, to which the ordinary processes of the Railway Labor Act are not suited. We believe that such a review, if it is to be made, calls for the creation of a special wage structure study commission."

The commission which the unions propose would operate entirely outside the Act. It would be neither arbitration board nor emergency board; it would adopt certain features of each while rejecting others.

- Like an arbitration board, the commission would have carrier, union and public representation—but its findings would not be binding on either side.
- Like an emergency board, it would be empowered only to study and recommend—but its make-up would be tripartite rather than all neutral or public in nature.

As proposed by the organizations, the commission would be "authorized to consider changes requested in your [carrier] notices of Nov. 2, 1959, and such other proposals as either party may desire to submit." Thus far, the brotherhoods have made no counter-demands, although union officers have hinted at possible proposals involving such benefits as away-from-home pay and differentials for night, Sunday and holiday work. But the unrestricted scope of the proposed commission inquiry could lead to revival of the suggestion made by the unions in February 1959, when they rejected AAR President Daniel P. Loomis' presidential commission bid. The union suggestion at that time: Any inquiry should include "a complete study of the financial structure of the industry . . . management practices which adversely affect the

Management's Program to Cut Waste

Proposed work rule revisions, contained in Section 6 notices served last Nov. 2, have these objectives:

- To revise the historic pay standard for engine and train crews to reflect today's operating conditions. Provisions which give passenger enginemen and through freight enginemen and trainmen a basic day's pay for covering 100 miles would be adjusted to allow runs of 160 miles for a full day's pay. Passenger trainmen's provisions would be adjusted correspondingly. Spread-the-work rules which limit mileage run by operating employees would be eliminated.
- To eliminate rules barring crews from running through present crew-change points.
- To eliminate "arbitrary" lines drawn between work which may be performed by road and yard crews.
- To establish the right for management to determine when firemen are to be used on other-than-steam power in freight and yard service.
- To eliminate rules stipulating the number of crew members required and give management the right to determine when and where to use trainmen, conductors, engineers and others.
- To end rules requiring standby operating employees when self-propelled equipment is used in track maintenance, repair or inspection.

Objective of the overall program: "A fair day's work for a fair day's pay."

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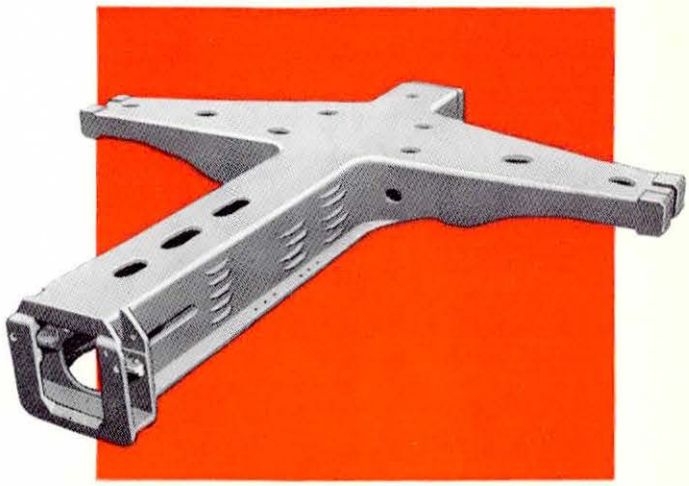

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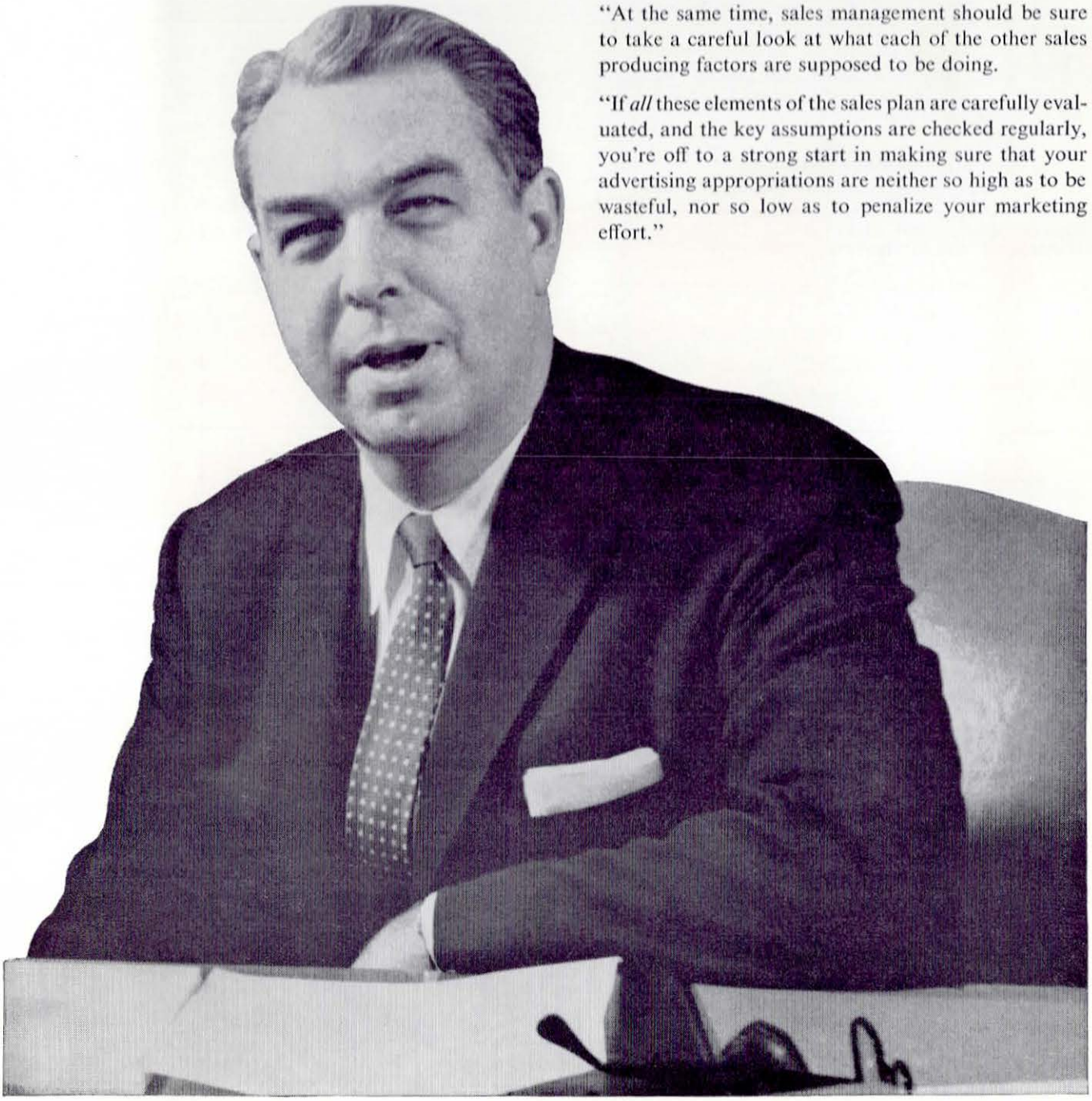
"At the same time, sales management should be sure to take a careful look at what each of the other sales producing factors are supposed to be doing.

"If *all* these elements of the sales plan are carefully evaluated, and the key assumptions are checked regularly, you're off to a strong start in making sure that your advertising appropriations are neither so high as to be wasteful, nor so low as to penalize your marketing effort."



AIA

ASSOCIATION OF INDUSTRIAL ADVERTISERS

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An organization of over 4000 members engaged in the advertising and marketing of industrial products, with local chapters in ALBANY, BALTIMORE, BOSTON, BUFFALO, CHICAGO, CLEVELAND, COLUMBUS, DALLAS, DENVER, DETROIT, HAMILTON, ONT., HARTFORD, HOUSTON, INDIANAPOLIS, LOS ANGELES, MILWAUKEE, MINNEAPOLIS, MONTREAL, QUE., NEWARK, NEW YORK, PHILADELPHIA, PHOENIX, PITTSBURGH, PORTLAND, ROCHESTER, ST. LOUIS, SAN FRANCISCO, TORONTO, ONT., TULSA, YOUNGSTOWN.

New Mainline Motive Power

FROM GENERAL ELECTRIC

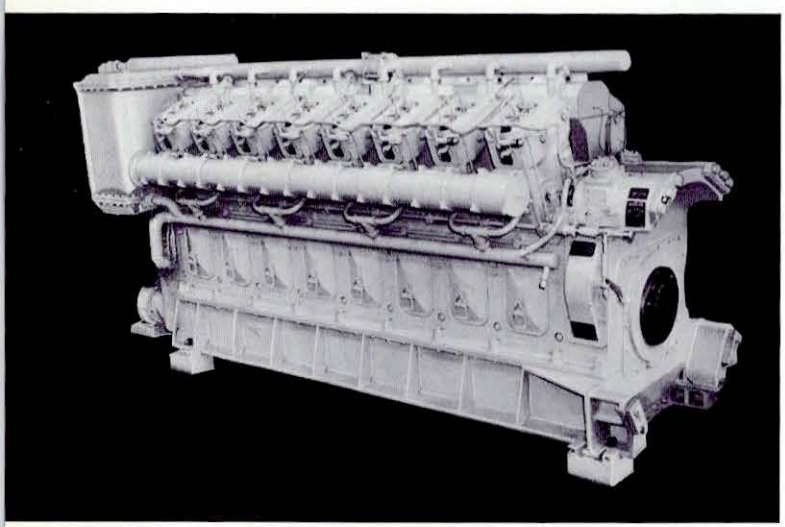
The General Electric U25B twenty-five hundred horsepower diesel-electric mainline locomotive — new from the rails up, with more power, less machinery — 65,000 pounds, 625-hp per axle — rugged simplicity over every inch of its length — a new standard of mainline motive power to provide faster, more reliable service at minimum cost.

For U25B Features that Make Possible New Levels of Mainline Performance, Turn to the Following Pages

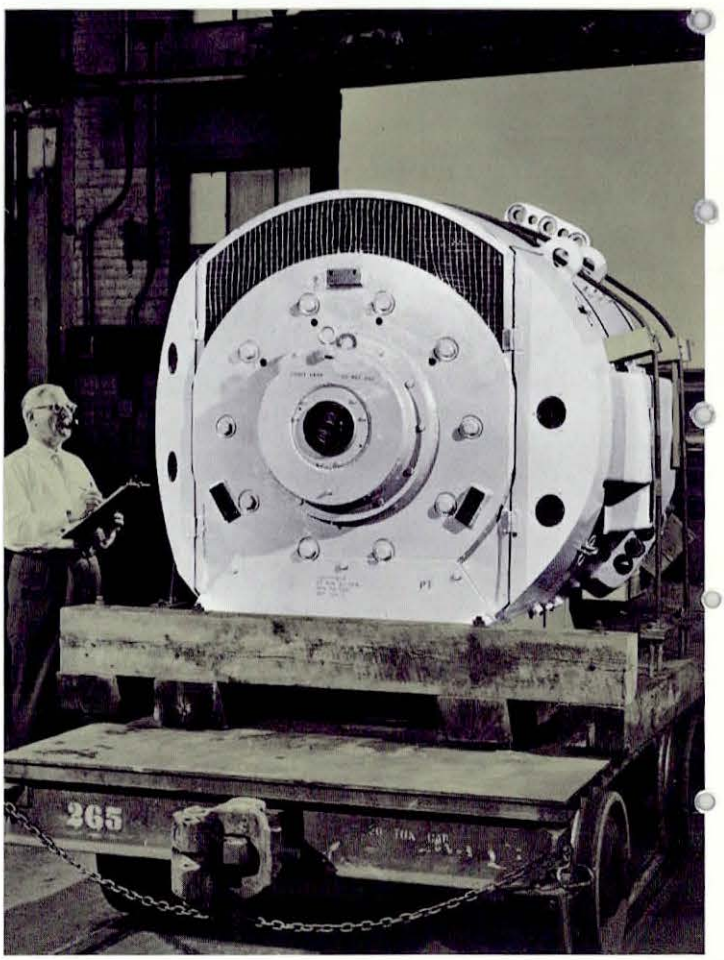
NEW GENERAL ELECTRIC U25B MAINLINE LOCOMOTIVE

first all-new diesel-electric locomotive in 15 years

. . . a carefully integrated design to meet the requirements of a new era of fast freight railroading, greater railroad competitiveness and profitability. *More power* — 50% greater than average mainline diesel-electric locomotives — enables the U25B to move freight faster. *Rugged simplicity* — 60% fewer electrical components, simplified mechanical design — establishes new standards of locomotive reliability and reduced maintenance. *Clean air* — through self-cleaning mechanical filters — reduces both cleaning costs and mechanical wear. The power, simplicity and cleanliness of the U25B offer significant savings in operating costs. With new G-E U25B locomotives, you can plan for maximum return on your equipment investment.



MORE POWER IN THE DIESEL ENGINE — *twenty-five hundred horsepower — gives the new General Electric U25B diesel-electric locomotive 50% greater power than average diesel-electric units now in mainline service. And, the U25B has ample capacity to meet the challenges of tomorrow's faster traffic schedules, or to maintain your present schedules with fewer units.*

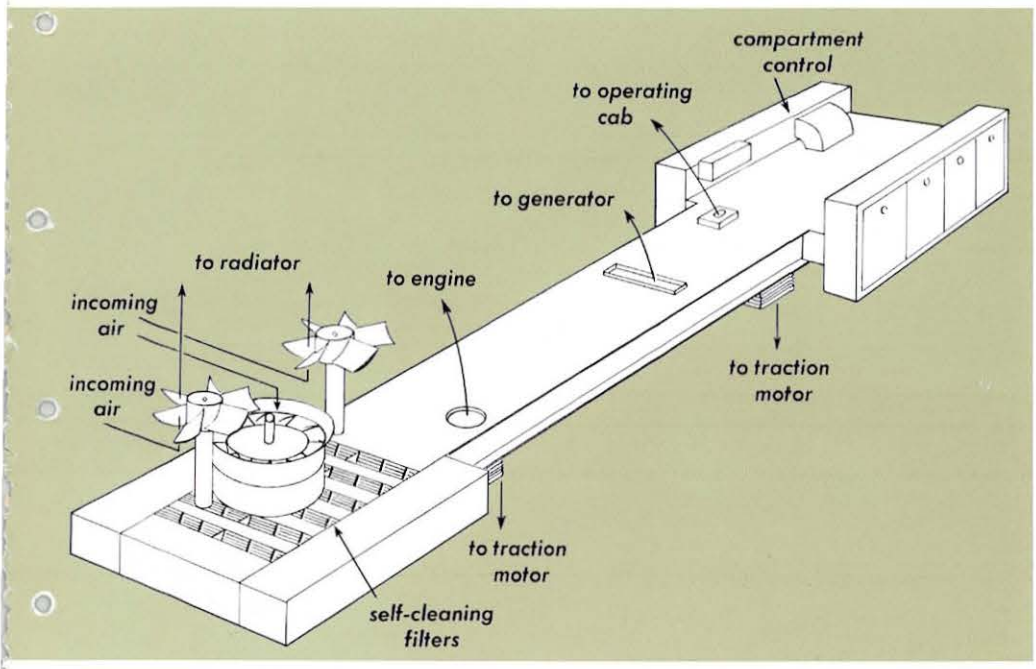


NEW MAIN GENERATOR HAS AMPLE CAPACITY, *meets peak load requirements with generous safety margin, is specifically designed for the high-powered General Electric U25B locomotive. New insulation system gives maximum protection against heat and moisture, adds another element of reliability to this General Electric locomotive.*

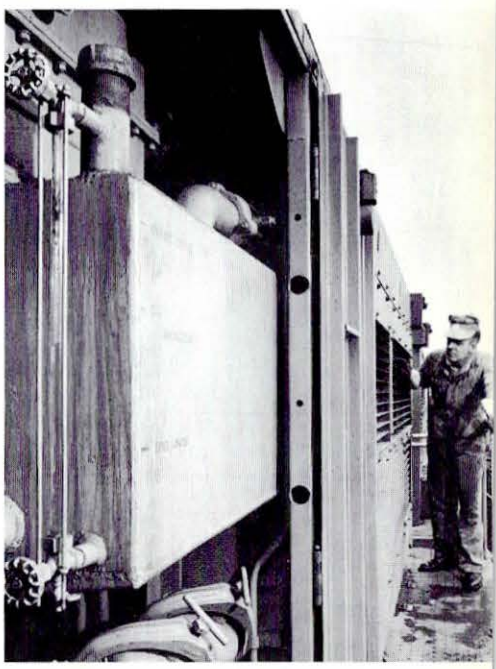
HIGHER ROAD SPEEDS
FASTER SCHEDULES

GREATER RELIABILITY
FEWER ROAD DELAYS

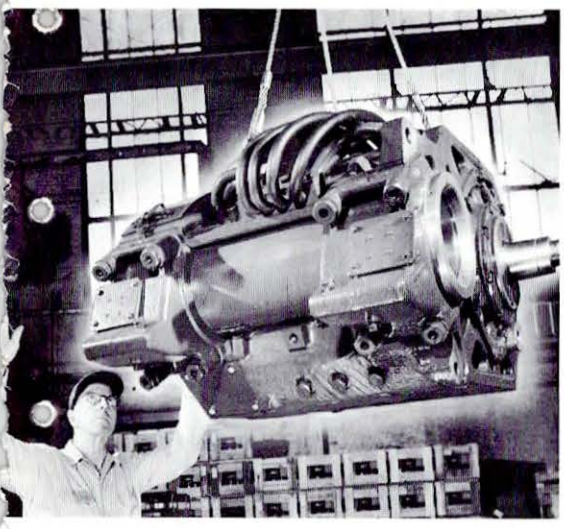
LOWER OPERATING COSTS
GREATER PROFITS



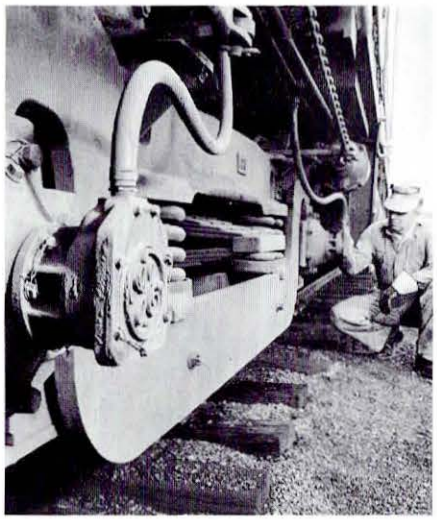
***NEW FILTERED AIR SYSTEM** on the U25B — a major advance in locomotive design — assures longer apparatus life, greater reliability, lower cleaning costs. All air (except for radiators and dynamic brake) is supplied by one blower through self-cleaning mechanical filters.*



***NEW ENGINE COOLING SYSTEM** on the G-E U25B locomotive eliminates all electrical devices and radiator shutters.*



***POWERFUL GE-752 TRACTION MOTOR** —proved by millions of miles on high-powered diesel-electric, gas-turbine-electric and straight electric locomotives — assures rugged dependability, capability of continuous ratings exceeding 700 horsepower—another G-E added value.*

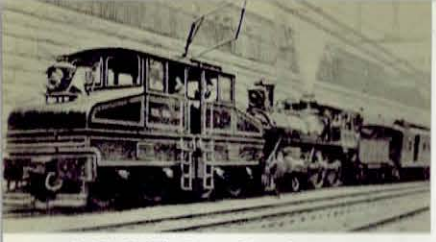


***NEW ADHESION LOSS DETECTOR** — fast responding, the most effective automatic slip detection and correction method available — detects slips and slides at all speeds, corrects slip by a light application of independent air brakes before damage occurs.*

***NEW PRESSURIZED CONTROL** compartment houses rugged, heavy duty components — seals out dirt and moisture, virtually eliminates routine maintenance. Compartment on the new U25B locomotive invites white glove inspection.*

Progress Is Our Most Important Product

GENERAL ELECTRIC



1895 *First Mainline Electric Locomotive*

1924 *First Diesel-Electric Locomotive*

1956 *Universal Diesel-Electric Export Locomotive*

1957 *Rectifier-type Freight Locomotive*

1958 *8500-hp Gas-Turbine-Electric Locomotive*

1960 · A NEW STANDARD OF MOTIVE POWER

Since 1890, General Electric has worked in partnership with the railroads to develop pioneering and continuing advancements in motive power. Seven years ago, the American railroad industry helped General Electric plan a new locomotive concept. The industry asked for a new locomotive . . . with greater horsepower . . . on four axles . . . reliable and economical to operate . . . and of simple design. Based on these present and future railroad needs, G-E engineers developed a new locomotive, combining a new, integrated approach with proven components.

THE GENERAL ELECTRIC U25B IS THAT LOCOMOTIVE

For further information about the new U25B, contact your General Electric Apparatus Sales Office or Locomotive and Car Equipment Department, General Electric Company, 2901 East Lake Road, Erie, Pennsylvania. 105-01

Progress Is Our Most Important Product

GENERAL ELECTRIC

What's Your 'Award Quotient?'

How well do you understand awards under the Railway Labor Act? If it were your responsibility to review decisions reached in the investigations summarized at the right and on subsequent pages, would you sustain or deny an appeal? Check your reaction against that of the carrier officer who actually conducted the investigation—and against what happened later when the case was appealed to the National Railroad Adjustment Board.

These are actual cases and decisions, as reported by I. L. Fardel, Soo Line Division Superintendent, in his new edition of *Manual of Investigation and Discipline Procedures.* (Copies are available from Mr. Fardel, 1308 Wisconsin Ave., Gladstone, Mich., at $3.00).

Cases referred to the National Railroad Adjustment Board are intended to be disputes growing out of grievances or interpretation or application of agreements concerning rates of pay, rules or working conditions. Although no penalty is provided for failure to comply with an award (except that rail carriers who do not comply may be sued in Federal District Courts), NRAB decisions are binding.

NRAB is, in effect, an industrial court composed of four distinct divisions: Division 1 covering train and yard service employees; Division 2 shop craft employees; Division 3 station, tower and telegraph employees, signalmen, clerks, freight handlers, express, station and store employees, m/w workers and sleeping car conductors, porters, maids and dining car employees; and Division 4 marine employees and others. The Board consists of 36 members, 18 selected by the carriers and 18 by labor organizations.

To test your skill in investigations, read the cases here and mark down in the box provided whether you think the decision would be sustained or denied. Then turn to p. 29 to check answers.

•

A forum for railroaders who want to explore questions of importance to their industry, this column welcomes questions and answers from readers at all levels of responsibility in the industry and associated fields. We'll pay $10 to any reader submitting a question that forms the basis for a column discussion. Address correspondence to: Question and Answer Editor, Railway Age, 30 Church St., New York 7, N.Y.

1

SUSTAIN ☐

DENY ☐

In a case involving discipline, an investigation was begun but only partially completed. The employee involved admitted his guilt and the investigation was dropped. When the employee was later suspended, the case was appealed to the NRAB. The railroad involved contended that a full investigation was not required because the employee had admitted his violation of rules. The employee's representative contended that his right under the agreement between his organization and the railroad to a fair and impartial investigation had been violated and that the suspension should be set aside.

2

SUSTAIN ☐

DENY ☐

A fireman accepted a call for work, but his engineer refused to work with him, saying that he thought the fireman was under the influence of alcohol. The engineer called the assistant road foreman to decide the matter. The assistant road foreman told the fireman to go to the roundhouse and mark off. This the fireman refused to do, saying to the assistant road foreman, "I quit." Later, the carrier notified the fireman, in writing, that his resignation was accepted. The fireman's representative filed a claim with NRAB on the grounds that his verbal statement was not a formal resignation.

3

SUSTAIN ☐

DENY ☐

A flagman employed by Railroad X was at work on a train of his road operating on Railroad Y under trackage rights. Charges were brought against the flagman that he had violated Railroad Y's rules, and an investigation was held by officers of Railroad Y. On the record of the Railroad Y investigation, the flagman was dismissed by Railroad X. His representative filed a claim with NRAB on the grounds the flagman had not been investigated by officers of his own road as the agreement between his organization and the carrier required.

4

SUSTAIN ☐

DENY ☐

A fireman was convicted in criminal court of two charges of burglary. He was sentenced to two years imprisonment on each count, but the sentence was suspended and he was placed on probation. Later he was found guilty of another charge of burglary and was sentenced to a 6-month term in jail. The carrier served notice on the fireman, in prison, that a hearing would be held on his conduct. The hearing was held while the fireman was still in jail, and the fireman was dismissed from railroad service. The fireman's representative filed a claim on the grounds that the fireman had been physically unable to attend the hearing.

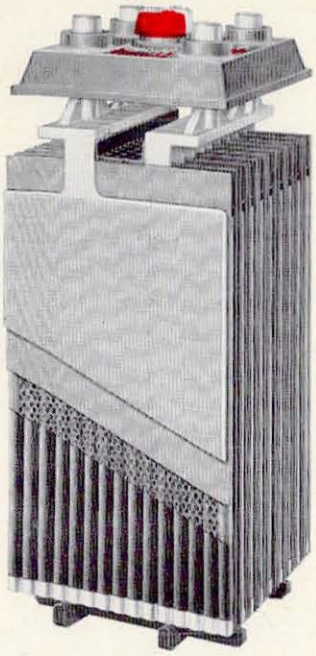
(Continued on page 24)

NEW FROM EDISON

INTRODUCING THE NEW BATTERIES THAT INCREASE RAILROAD EFFICIENCY REDUCE RAILROAD COSTS

NEW EDISON Dynaclad

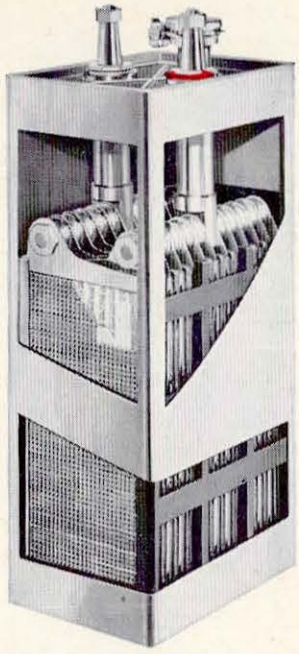
for Diesel Engine Starting



Costs go down with the most advanced lead-acid battery for railroad diesel service on the market today! Designed with years-ahead features, EDISON Dynaclad is made for dependable starting. Its unique, *truly superior positive plate construction* assures outstanding performance... far longer life. Quality — the hallmark of products from EDISON — is built right into Dynaclad.

NEW EDISON Nickel-Cadmium

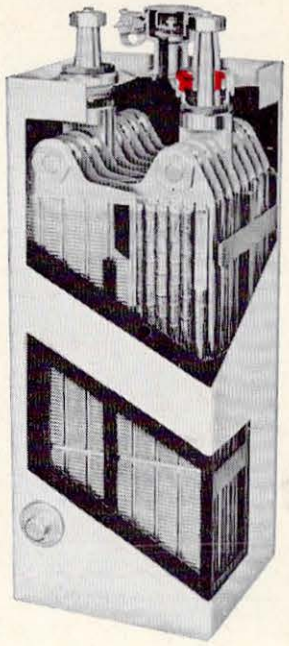
for Communications,
Car Lighting
Emergency Power Systems
Signal Equipment



Specifically engineered for low temperature applications, this great new alkaline battery has the famous EDISON Original Tubular Positive Plate. The negative plate contains new, highly improved cadmium active material... covered by U.S. Patent No. 2,727,080. The result: *the first tubular-positive, pocket-cadmium battery capable of longer life under deep-cycle operation!*

FAMOUS QUALITY EDISON Nickel-Iron

for Communications, Car Lighting, Air Conditioning
Multiple Unit Controls
Signal Equipment
Industrial Trucks & Tractors



Famous for over 50 years as the longest-lived, most dependable storage battery, the EDISON Nickel-Iron Battery now contains new patented active material. Proved in the field, today's EDISON Nickel-Iron Battery offers even longer life and greater-than-ever protection against the rigors of railroad service.

EDISON THE FIRST MAJOR MANUFACTURER TO OFFER RAILROADS A FAMILY OF BATTERIES

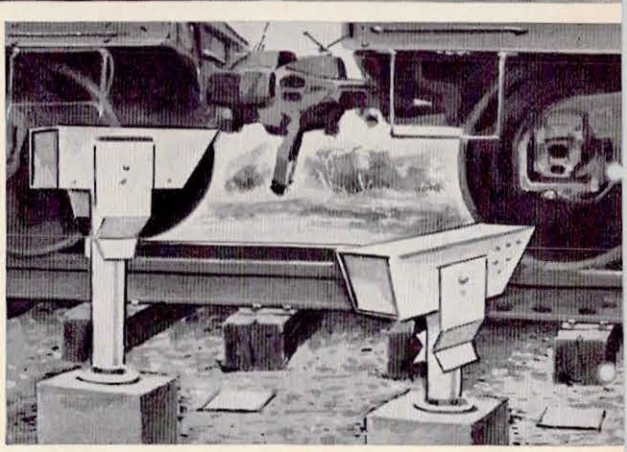
Be Sure to See These Great New Batteries... learn about what they mean to you in terms of increased efficiency and lower costs.

In Canada: CLM Industries
Division of McGraw-Edison (Canada) Ltd.
Toronto 13, Ontario

Storage Battery Division
Thomas A. Edison Industries
West Orange, New Jersey, U.S.A.

McGRAW EDISON

HOT-BOX DETECTORS



SCANNERS are of horizontal or track-level type (the latter mount on either tie or concrete pad).

Spot overheating journals early ...save up to $300 per axle

One Eastern railroad figures that each potential hot box spotted *soon enough* saves the cost of a wheel change—up to $300 per axle. General Electric hot-box detectors can help you effect comparable savings by finding "beginning-to-heat" journals in time to repack and avoid wheel change. *Early* detection is one way the General Electric system can save you money. Here are others:

Reliable performance has been a strict design objective with General Electric hot-box detectors. Operating dependability stems from . . .

- Accurate detection at train speeds from 7 to 70 mph, at ambient temperatures from −40 to 125F.
- Designed to railroad requirements—rugged all-weather construction, high resistance to dirt, corrosion, vibration, or impact.
- Sensitive scanner does not confuse hot boxes with heating brakes, or other extraneous heat.
- Frequency Modulated (FM) Carrier Current transmits clear signal over long distance; not affected by static which can distort AM carrier systems.
- Axle counter and alarm quickly alerts your operator to hot box, tells him where it is located.
- Transistorized construction contributes to reliability, superior performance, small size.

One-day installation is normal for the General Electric system because . . .

- All system units come independently housed, requiring only mounting and interconnections.
- Scanners mount quickly.
- System connects to 110-V trackside power.
- Built-in test circuitry speeds check-out.
- Tools provided for easy alignment.

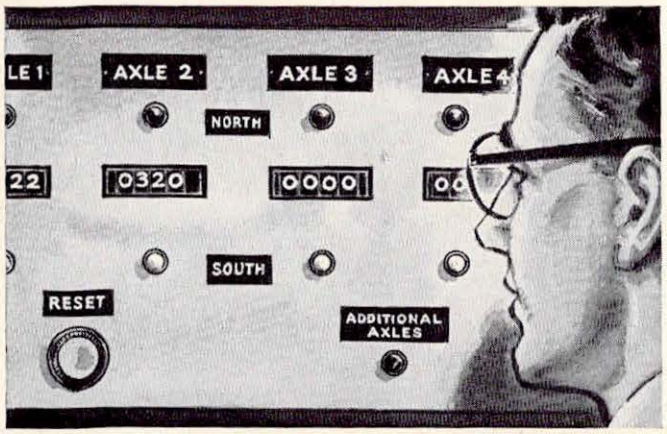
Minimum maintenance—normally restricted to cleaning scanner lens and checking alignment for trouble-free service. If necessary, component change is easy because of ready access to unitized sub-assemblies. System needs only a nominal spare parts inventory, which is backed by complete factory repair service.

Extra values—Only General Electric offers this complete hot-box detector "package"—a product with the accuracy and ruggedness to meet high railroad standards . . . backed by a nationwide sales and service organization including . . .

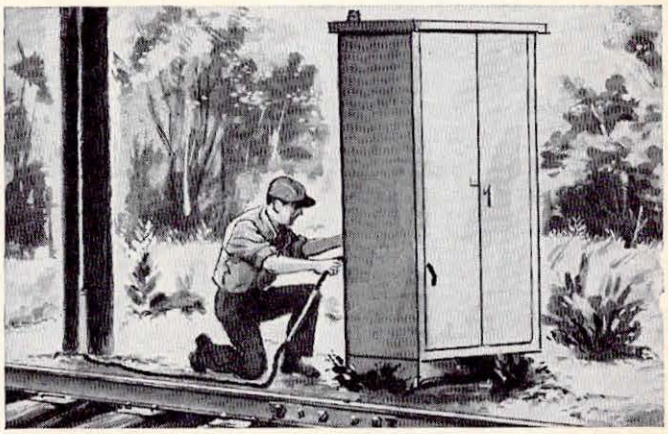
- Experienced G-E Application Engineers to help you plan your system.
- General Electric Service Engineers to get your system off to correct start, with complete initial system checkout.
- Factory training to teach your operating people to install, operate, and maintain the system.

We'd like to tell you more about the savings you can make and discuss other benefits the General Electric system can offer. Call your nearby G-E Sales Engineer, or write for Bulletin GEA-6950, to Section 793-03, General Electric Co., Schenectady, N. Y. Specialty Control Dept., Waynesboro, Va.

GENERAL ELECTRIC



AXLE COUNTER AND ALARM alerts operator to faulty journal, spots it for him with accurate axle count.



110-V POWER at trackside is all the General Electric system needs. The detector uses a low 200 watts power.

HIGH CAPACITY and ability to handle merchandise loads on their westbound trips are features making latest PFE cars attractive. Structural ribs on car exteriors made installation of insulation easier.

PFE Is Expanding Its Reefer

This country's largest fleet of mechanical refrigerator cars will be owned by Pacific Fruit Express when the 1,000 cars being built at the PFE Los Angeles shop are completed.

The 50-ft all-purpose cars, costing $26,000,000, are being turned out at a five-per-day rate. Production will continue until late this year. When the last of these cars goes into service, PFE will be operating more than 2,700 mechanical refrigerator cars.

Light weight of each new car is 86,300 lb; cubic capacity, 3,174 cu ft; load limit, 122,700 lb. Lading temperatures can be held at any setting between −10 and +70 deg F.

The cars are designed to handle not only frozen foods, but also heavy "incentive" shipments of fresh fruits and vegetables, and large loads of canned goods, wine, and nursery stock. To minimize empty mileage, the cars are also designed to handle westbound general merchandise traffic.

Semi-Envelope

The car body is a semi-envelope design with circulation of refrigerated air in channels around the lading space, along with a controlled volume which passes from ceiling vents directly down through the load. Dividers, or compartmentizers, protect ladings and make possible the partial unloading of cars at stop-off points en route.

Car underframes are welded assemblies which incorporate cast-steel end underframe units. Both underframes and side assemblies were supplied to PFE ready for use on the production line. The welded, prefabricated car sides have their side posts on the exterior, permitting uniform application of insulation. This departure from conventional refrigerator car construction will serve to reduce heat infiltration into the lading space.

Body Construction

Each car is fitted with three ends. The bulkhead between the machinery compartment and lading space, and the exterior end at the opposite end of the lading space (B end of the car), have the full structural characteristics required of freight-car ends. The car end forming the outer wall of the machinery compartment (A end) is much lighter, since it serves only to enclose the diesel engine and the refrigeration equipment.

Underframe, sides, ends and roof carlines are all welded together to form a single-unit carbody. The only rivets in the cars are those used for the application of steps, handholds, hangers, and similar appurtenances.

The plug-type side doors, 8 ft wide and 8 ft 2 in. high, have steel exteriors, plastic inner liners, and foamed-in-place insulation. Plastic liner, door gasket and foamed insulation are supplied as a unit. Door construction of this kind is said to reduce heat infiltration and weight.

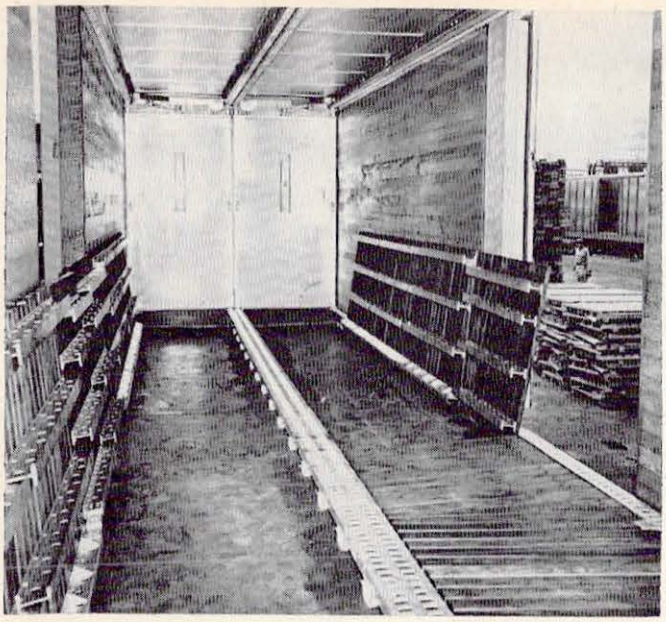
All cars are equipped with two steel load-divider gates, which can separate the lading space into three compartments. Gates can be locked at 2-in. intervals through the entire length of the lading space. The locks are positive devices designed to retain their rigidity and to hold the load in place under practically all conditions.

The lading compartment has aluminum I-beam floor rack stringers, with hardwood floor slats of the herringbone design, to support fork-lift trucks during loading and unloading.

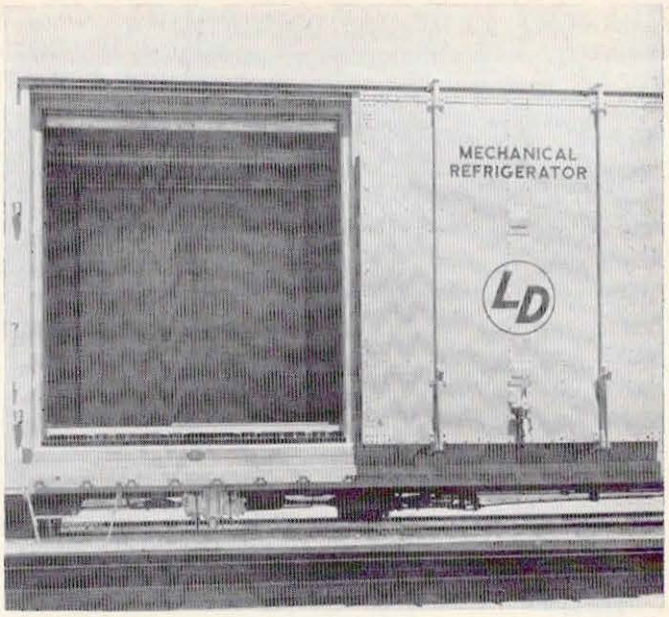
Insulation in the side walls and floor is 7 in. thick. Roof insulation is 10 in. thick. Blanket-type insulation in the walls is Fiberglas.

The new cars are equipped either with Witte 100 RDS Model E or Detroit Diesel Series 2-53 diesel engines. Both engines have speed-actuating devices which allow operation at two speeds, the higher corresponding to 60-cycle, 22 volts at high speed, and the lower to 40-cycle, 150 volts.

The operation is such that each engine will run at its high speed until lading space temperature comes to within 2 deg of the thermostat setting. The



SEMI-ENVELOPE air distribution passes part of cool air through wall flues, rest through ceiling vents.



DOOR OPENING with 8-ft width simplifies lift-truck loading. Door has newly developed plastic liner.

Fleet

thermostat signal will then drop engine speed to the low range. This saves fuel, helping as well to control humidity. It is expected the engine will be operating in the low speed range more than 80% of the time.

Refrigeration Equipment

Each car carries 500 gallons of diesel fuel. The Trane refrigeration system includes a 10-hp compressor, a 1½-hp condenser fan motor and a ¾-hp evaporator fan motor. The electric heating cycle is activated when lading space temperatures goes 2 deg below the thermostat setting if the thermostat is set at 20 deg F or above. Electric defrost is activated by an air pressure differential switch which operates when the evaporator has sufficient ice build-up.

Over coupler pulling faces the cars are 55 ft 11 in. long. The inside width is 8 ft 8 in.; inside height from floor racks to ceiling, 8 ft 6½ in., and inside length between load-dividing gates, 44 ft 10 in.

Pacific Fruit Express, jointly owned by the Union Pacific and Southern Pacific, has operated mechanical cars for several years. Over the past three years, the number has been expanding rapidly. At present the total PFE fleet, including both ice and mechanical cars, consists of approximately 30,000 units.

Partial List of Equipment on PFE Mechanical Refrigerator Cars

Trucks	American Steel Foundries Buckeye Steel Castings Co. National Malleable & Steel Castings Co. Standard Car Truck Co.
Roller bearings	Timken Roller Bearing Co.
Underframes	Gunderson Bros. Engineering Corp.
Underframes—cast-steel ends	General Steel Castings Corp.
Car sides	Youngstown Steel Door Co.
Car ends	Standard Railway Equipment Mfg. Co.
Side doors	Superior Car Door Co. Youngstown Steel Door Co.
Door liner and gasket	Landis Industrial Co.
Load dividers	Evans Products Co. Preco, Inc. Pullman-Standard Union Asbestos & Rubber Co.
Insulation	Gustin-Bacon Mfg. Co. Isoflex Corp. Landis Industrial Co. Owens-Corning Fiberglas Corp. Pittsburgh Plate Glass Co.
Batteries	Gould Batteries, Inc. Sonotone Corp.
Diesel engines	Detroit Engine Div., GM Witte Engine Works
Refrigeration units	Trane Co.

CURRENT RAILROAD QUESTIONS (Continued from page 17)

5

SUSTAIN ☐

DENY ☐

A car checker asked to be relieved from duty because of illness. His superior refused and charged the car checker with violating Rule "G." A hearing, conducted by a trainmaster, resulted in dismissal of the employee. The employee was notified of his dismissal in a letter from the general manager, who had preferred the charges against him, and was the highest officer designated to hear appeals. A claim was filed on the ground that the general manager had denied to the car checker some of the normal avenues of appeal that should have been open between the trainmaster and the general manager.

6

SUSTAIN ☐

DENY ☐

A hostler left railroad premises without authority. He was charged with this action and an investigation held. Following the investigation he was dismissed for absenting himself from duty and also for making false statements about his absence during the investigation. A claim was filed on the grounds that the matters for which the hostler had been dismissed were not covered by the original notice of investigation when the charges were placed.

7

SUSTAIN ☐

DENY ☐

An assistant superintendent was notified orally by the general manager that he was removed from service. He was carried on the seniority roster as an excepted employee and sought to exercise his displacement rights under a specific rule providing that when employees are relieved from an excepted position, they may return to their former position or displace a junior employee. This the former assistant superintendent was not permitted to do. The organization contended that where the rule refers to an "employee," it meant "all employees covered," and not all "except those occupying excepted positions." The carrier contended that an employee occupying an official position was not covered by the Railway Labor Act, making his removal a matter solely between the company and the individual.

8

SUSTAIN ☐

DENY ☐

An employee fell from a car and was injured. An investigation was planned to fix the cause of the fall. The employee was notified on four occasions to appear for a hearing, but replied each time that he was not physically able to do so. He was notified a fifth time that charges against him were pending and that failure to fix a time for his appearance would result in dismissal. He did not appear and was dismissed. His representative filed a claim for reinstatement.

9

SUSTAIN ☐

DENY ☐

An engineer, charged with excessive speed, was dismissed after an investigation. Two of the carrier representatives who testified as witnesses also, as officers, questioned other witnesses. However, they did not preside over the investigation, nor did they have formal responsibility for the decision in the case. The appeal contended that the investigation was unfair in that the two carrier representatives occupied dual roles.

10

SUSTAIN ☐

DENY ☐

An engineer was arrested by municipal police for drunkenness. The carrier began a Rule "G" investigation. Two city policemen attended the carrier's investigation and testified against the engineer, who was dismissed. Later, in an appeal to the district court from his conviction in city court, a jury acquitted the engineer of the drunkenness charge. The engineer's claim contended that his acquittal by the district court should also clear him of the railroad Rule "G" charges.

(Continued on page 29)

SPECIAL FREIGHT EQUIPMENT

MADE WITH REYNOLDS ALUMINUM

Lightweight, Easy to Handle, Strong

Rugged, Lightweight Reynolds Aluminum

cuts work, adds payload capacity, serves longer

One good way to cut freight shipping costs is to cut the cost of *handling* that freight. And, as more and more shippers and rail operators are discovering, strong, lightweight Reynolds Aluminum is one material that can effect important savings in handling.

Used in containers and special freight equipment, aluminum—because it's strong, rustfree, and corrosion-resistant—can prevent damage, soiling and pilferage of cargo. These same qualities also mean that equipment made with aluminum serves longer with less maintenance, stays bright and clean with less work.

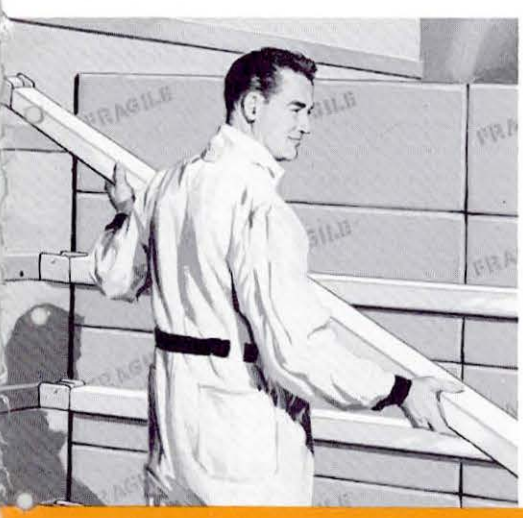
Reynolds Aluminum alloys developed for railroad equipment weigh as little as *one-third as much as steel*, so handling is easier, faster, more efficient. And not only is loading labor reduced, but payloads can be increased when the containers, crossmembers and bridge plates weigh less.

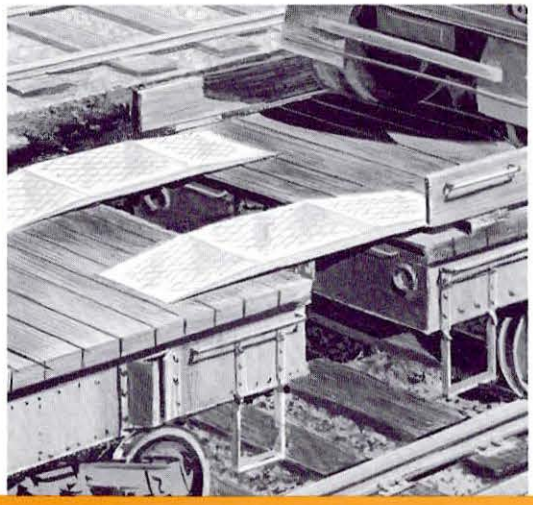
When you're specifying or buying special freight equipment, consider *all* the costs: maintenance, service life, handling, and non-paying weight. And consider protection of freight, and service to shippers. If you do, you'll want equipment made with rugged, lightweight Reynolds Aluminum.

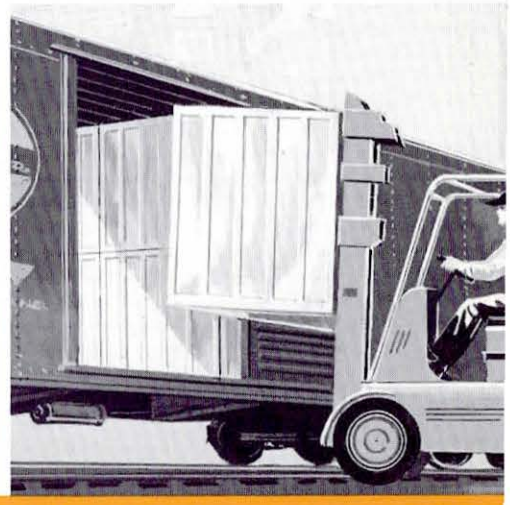
Crossmembers made with Reynolds Aluminum are "one-man" crossmembers, weighing approximately one-half as much as the standard wood and steel types. Aluminum crossmembers are easier to handle, and they serve longer, won't rust or splinter—and never need painting. Freight is better-protected with crossmembers of Reynolds Aluminum because they're at least 10% stronger—and rust-free, to prevent stains.

Bridge plates, used to speed handling of piggyback containers on flat cars, combine high strength with low weight when made of Reynolds Aluminum plate or tread plate. Designed to carry 16,000 lbs. axle load, these manually-operated aluminum bridge plates weigh 139 lbs., compared to 300 lbs. for equivalent steel plates. They never need painting, never rust. In addition, aluminum retains a high scrap value after its long service life.

Containers, whether trailer van size or fork-lift truck size, are made for fast, efficient handling if they are made with Reynolds Aluminum. Stronger than steel, pound for pound, aluminum takes the roughest handling to protect freight from damage. Yet, it's light in weight, reducing the work, time, and power needed for loading—and adding payload capacity. Aluminum containers won't rust; they keep cargo clean without protective coatings.



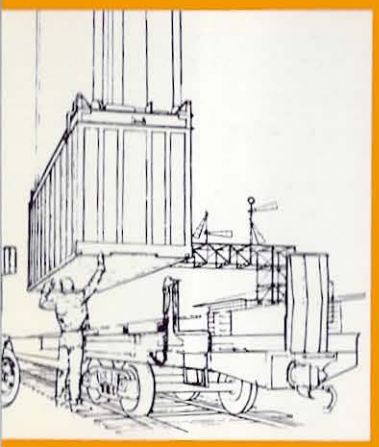


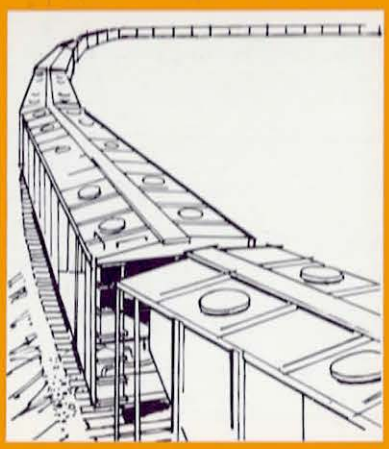


Write for details on railroad equipment made with Reynolds Aluminum . . . see next page

Aluminum Designed for Railroad Use

...Reynolds Aluminum





There are many different kinds of aluminum. Knowing which alloy to use—in which form—for any specific railroad application is something that comes only with experience. That's why so many leading railroads, shippers, and equipment manufacturers turn to Reynolds Aluminum.

Reynolds has teamed with leading railroad equipment manufacturers and users to develop aluminum products that are designed to lengthen service, improve performance and cut costs of a wide range of railroad equipment.

Reynolds Aluminum is at work right now in hopper and gondola cars; box car doors, roofs and innerliners; refrigerator car doors, flooring and floor racks; in railyard equipment such as building products, crossbuck and operating signs, and electrical conductor.

For details, or experienced technical help in the design, fabrication, or use of any railroad equipment made with aluminum, contact your local Reynolds office, or write *Reynolds Metals Company, P.O. Box 2346-TM, Richmond 18, Virginia.*

REYNOLDS ALUMINUM

Watch Reynolds TV Shows: "Bourbon Street Beat" and "Adventures in Paradise"; and, resuming in October, "All Star Golf"—ABC-TV

MARKED TO PROGRESS
P R I
MEMBER

CURRENT RAILROAD QUESTIONS (*Continued from page 24*)

Here's the way the NRAB (or a Referee) decided the 10 cases on pages 17 and 24. How do your answers stack up?

1. Claim Sustained (Award 11364). The award stated that "it cannot be said with any degree of certainty on this record that all of the facts . . . were disclosed by the partial investigation or the admission of violation, or both. . . This Division could not determine this question intelligently in the absence of a record of full investigation."

2. Claim Denied (Award 19157). "In this case," the award stated, "the record clearly shows that claimant voluntarily terminated his employment with the carrier. Under such circumstances, the Board has no jurisdiction to grant relief."

3. Claim Sustained (Award 5221). "There is nothing in the schedule," said the award, "which permits the carrier to delegate the authority to hear grievances involving discipline to any other carrier, officer or person."

4. Claim Denied (Award 18244). The Board said, "The fact that he could not be present at the hearing was the result of his own misconduct. . . When claimant placed himself in a position where he could not fulfill his part of the contract, he had no just cause for complaint when [his] rights were erased."

5. Claim Sustained (Award 8431(3)). "The plain meaning of the language . . . as well as the intent of the Railway Labor Act is that in a case like this a first decision . . . by a lower carrier representative . . . may be appealed to one or more higher, different officers, including the top," the Board said.

6. Claim Sustained (Award 18901). "In any event," the Board said, "he cannot be dismissed for false statements until he has been given an investigation on that charge."

7. Claim Sustained (Award 6868(3)). The board ruled that the schedule rule included both excepted and official positions and rejected the carrier's contention that the employee could be removed from an excepted position without an investigation.

8. Claim Denied (Award 10459). There are very few awards on this subject, and each case has to be considered on its own merits. In this decision, the Board apparently felt that the injured employee had not obeyed reasonable instructions.

9. Claim Denied (Award 16491). Stating that it frowned on one person acting as "witness, prosecutor and judge," the Board stated that "Such a situation did not exist here."

10. Claim Denied (Award 18839). "The investigation . . . for violation of rule was entirely independent of any court proceedings," the Board said, "and its findings were not avoided by any contrary verdict therein."

Railroading After Hours with Jim Lyne

WHERE IS INFLATION WORST?—Everywhere money is declining in value—which means that, everywhere in the civilized world, the local unit of money (dollar, pound, franc, peso or what have you) buys less and less each year.

In what country is the decline least? What country has the most stable money? I'd never have guessed it—but a table in the July "letter" of the First National City Bank of New York shows it's Portugal. Its money went down only 5% in value from 1949 to 1959, while our dollar's purchasing power skidded from 100 to 82 and the Canadian dollar fell to 79% of its 1959 value. Switzerland, Germany, Ecuador, Venezuela, Belgium, Pakistan and India—all held their money's value up better than Uncle Sam did.

Real inflation (decline of 90% or more in money's value in 10 years) occurred in Argentina, Paraguay, Chile and Bolivia.

SKULL PRACTICE—I've just finished reading a mind-stretching book about the accomplishments, troubles, defects, and opportunities of big corporations. I'd guess that the head of any railroad (or aspirant to such a job), and financial and law executives, would find useful ideas in it. It is a symposium by a dozen or so prominent professors of law, economics, and political science—and is edited by Professor Ed Mason of Harvard.

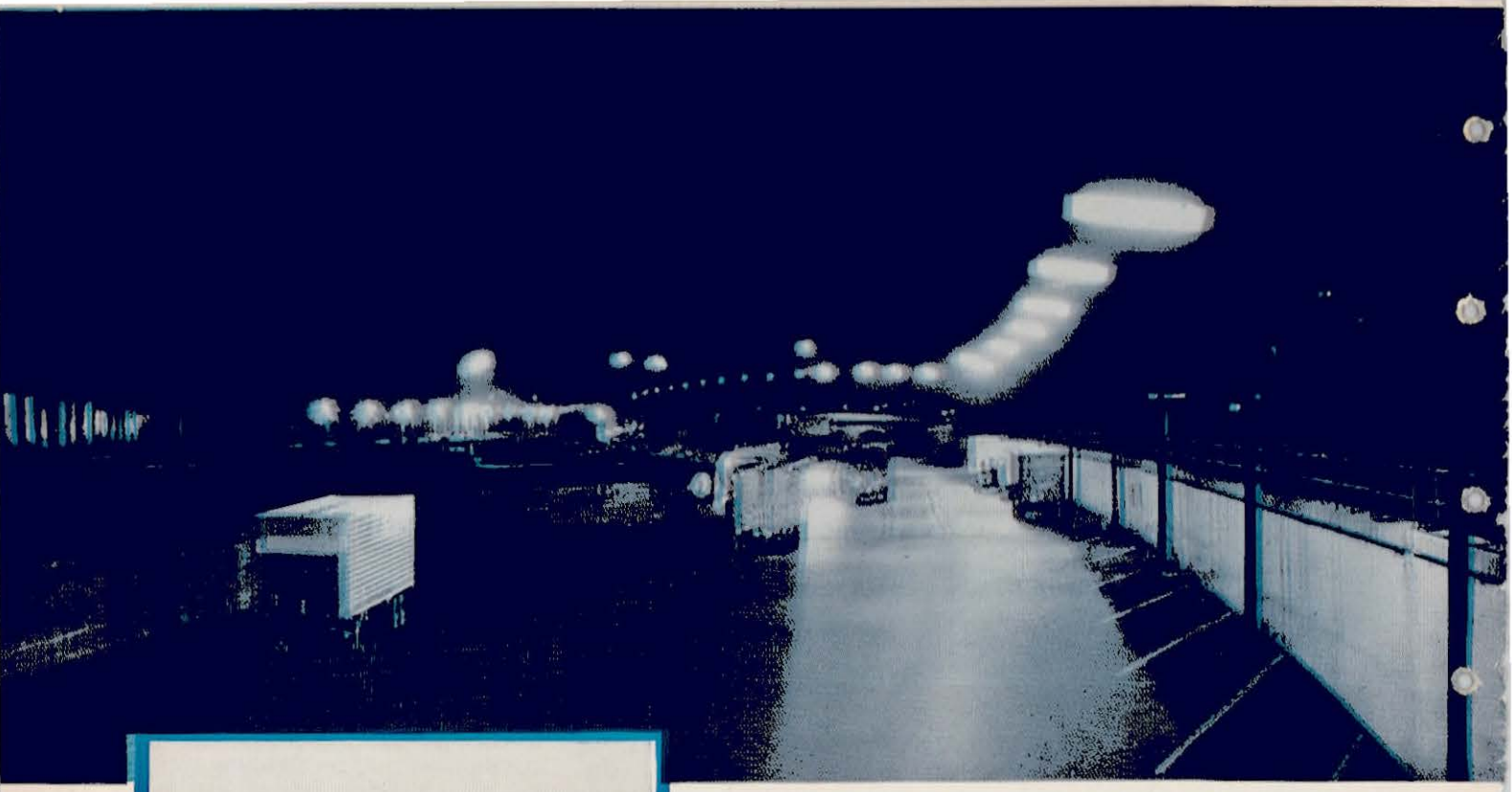
The book's somewhat pompous title is "The Corporation in Modern Society." A more accurate label, I think, might be "Are Corporate Managements Preserving Private Enterprise or Letting It Melt Away?" Not all the authors want to save private enterprise—but intelligent criticism, whether friendly or not, is helpful in revealing the places where some fence-mending wouldn't hurt.

TOO MUCH 'WELFARE'—Most of the contributors to the book see corporate managements recognizing their "social obligations" (i.e., to customers, to the community, to employees); and believe that managements are not out for maximum profit as almost their only objective.

One of the authors (Eugene Rostow of Yale) observes, however, that too much worrying about "welfare," and not enough rugged efficiency and competition, may divert the corporation from the justification for its existence, i.e., maximizing production and minimizing costs.

TO HIM THAT HATH—Roy Weber of Royal Oak, Mich., has sent me clips from Detroit papers—indicating that the organized highwaymen are trying to get general tax money into the 41,000 mile superexpensive interstate highway system, alleging that it is a "defense" project. RW wrote to one of the papers to point out that existing highways will have plenty of room for any volume of "defense" traffic—by the simple device of gas rationing.

It seems to me that these highwaymen, like Fidel Castro, are asking for something; and, one of these days, they may get it. Americans are a patient people, but there comes a time.



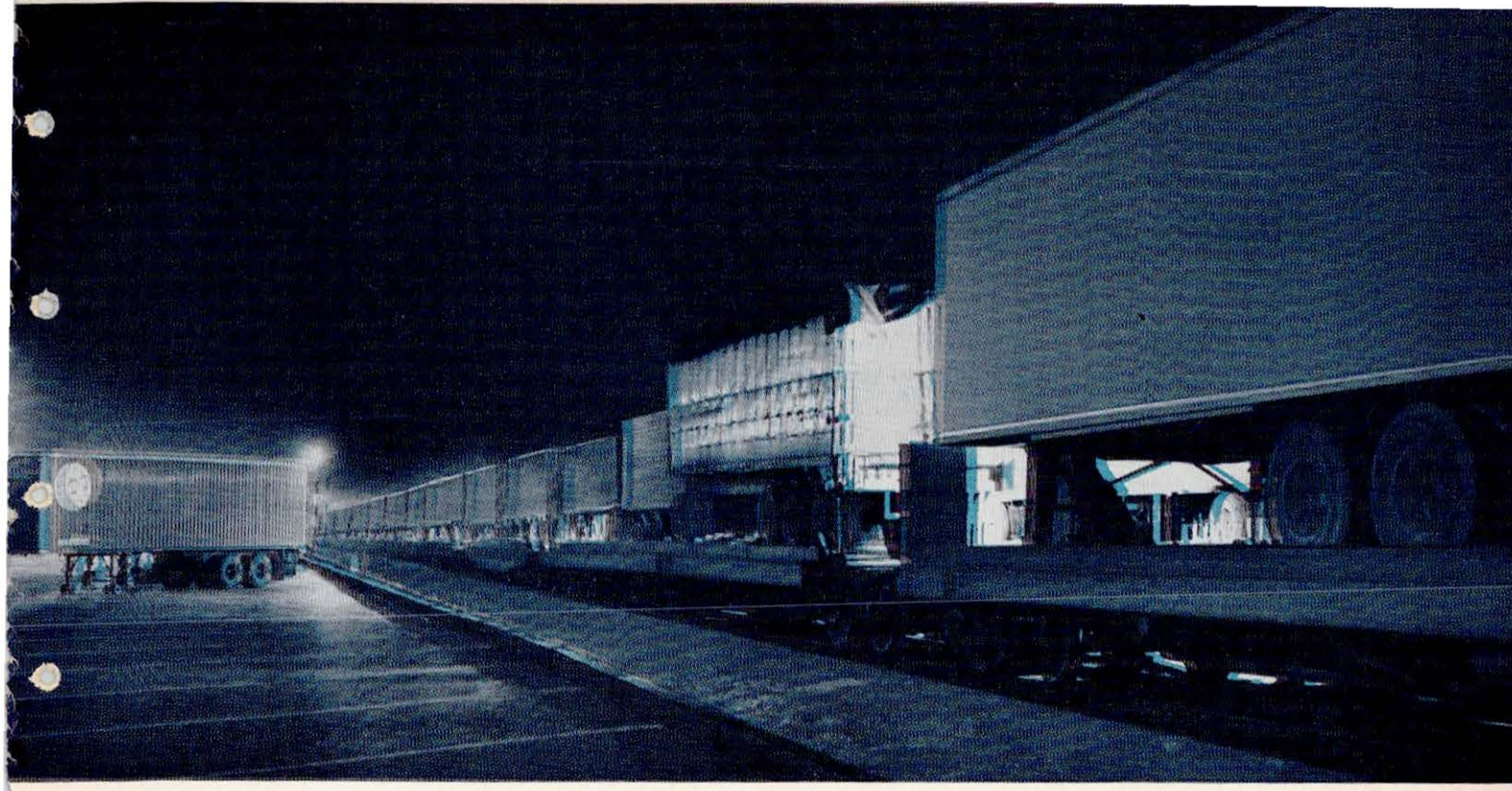
L-M deep globe fluorescent luminaires with four 155 watt lamps provide evenly distributed glare-free lighting for the entrance road off the busy street and front parking area of Pennsylvania R. R. TrucTrain Terminal.

THE SUBURBANAIRES lighting the loading ramp are mounted on 8-foot standards out of the direct vision of the enginemen and tractor drivers. Each standard has an electrical and pneumatic outlet for workmen's tools.

L-M MERCURY OVALITE luminaires provide the rear parking area with a high level of light.

LINE MATERIAL® Industries

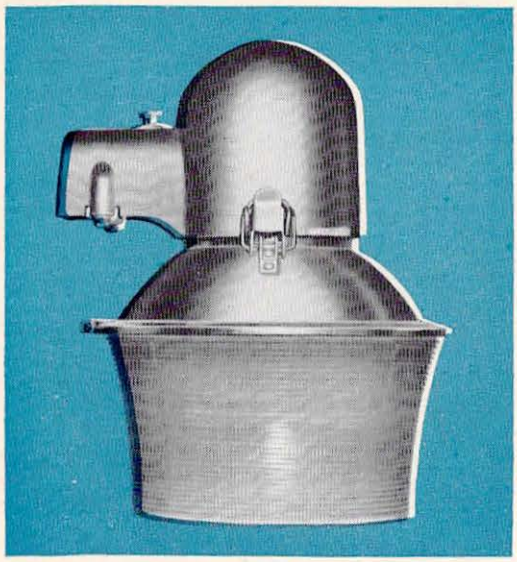
DISTRIBUTION TRANSFORMERS • RECLOSERS, SECTIONALIZERS AND OIL SWITCHES • FUSE CUTOUTS AND FUSE LINKS • LIGHTNING ARRESTERS • POWER SWITCHING EQUIPMENT
PACKAGED SUBSTATIONS • CAPACITORS • REGULATORS • OUTDOOR LIGHTING • LINE CONSTRUCTION MATERIALS • PORCELAIN INSULATORS • FIBRE PIPE & CONDUIT



L-M Lighting Engineers chose the Open Refractor, Suburbanaire luminaires with 400 watt mercury lamps for the difficult job of lighting the TrucTrain loading area. The Suburbanaire provides adequate light *under the trailers* so that workmen can safely secure trailers to flat cars. Standards have been staggered to compensate for varying length of trailers.

Pennsylvania R. R. TrucTrain Terminal Lighted With Line Material Luminaires

High level lighting, clearance, ease of maintenance, no interference with engineman's and tractor driver's vision—all these loading ramp problems were easily solved by L-M's mercury Suburbanaire.



THE L-M SUBURBANAIRE is specially designed for ease of maintenance. It is available with photocontrol of either incandescent or mercury lamps. High efficiency refractors are available in IES Types I, II, III, V and 4-way Type II patterns.

Pennsylvania Railroad's Chicago TrucTrain Terminal converts highway trailers to piggyback rail traffic. Handling approximately 6000 trailers a month requires round-the-clock operation. Adequate lighting is absolutely essential for efficiency and safety. Line Material was among various manufacturers invited to make recommendations for solving those lighting problems.

Lighting was required for three distinct areas, each with its own characteristics: the front parking area and entrance road off a busy street, the rear parking area, and the loading ramp.

Greatest variety of problems was faced in the loading ramp. Here lighting fixtures had to furnish sufficient high-level lighting to allow adequate vision under the trailers, must not interfere with workmen, and must be mounted out of the tractor driver's line of vision. In addition, lights had to have sufficient clearance from the switch engine; be located below the engineer's eye level; withstand vibration, and be easily maintained.

Test installations of several types of equipment were actually made in this problem area. L-M Lighting Engineers chose mercury Suburbanaire luminaires for this trouble spot. This installation not only proved that the Suburbanaire could fulfill all the strict requirements of this location; but its refractive glassware permitted greater unit spacing resulting in reduced total installation cost—and convinced Pennsylvania Railroad personnel that Line Material equipment would light the TrucTrain Terminal.

L-M's 6-foot Fluorescent luminaires provide a high-level of even, glare-free light for the front parking area and particularly the entrance adjacent to a busy street. The rear parking area was lighted with L-M Ovalite mercury fixtures.

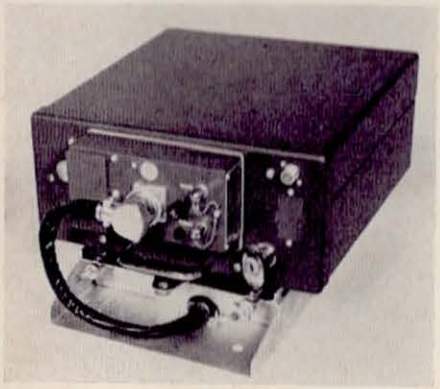
Line Material manufactures a complete line of fluorescent, incandescent and mercury luminaires for all outdoor lighting applications. Whatever your lighting problems may be, talk to your L-M Lighting Engineer. You'll get suggestions, information, bulletins and, if you wish, a complete lighting application engineering job. Or write Line Material Industries, Lighting Division, Milwaukee 1, Wisconsin. In Canada: CLM Industries, McGraw-Edison (Canada) Limited, Toronto 13, Canada. 465

Outdoor Lighting

McGRAW-EDISON COMPANY

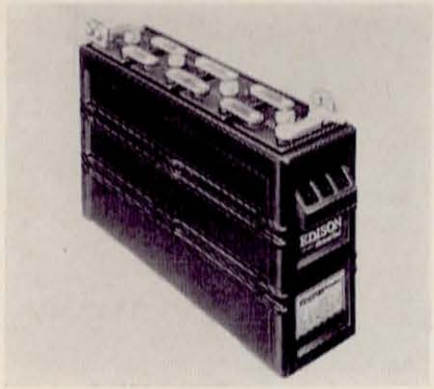
McGRAW EDISON

New Products Report



Locomotive and Caboose Radio

A new 25-watt two-way radio unit is packaged primarily for locomotive and caboose communications. Eight-watt audio power is provided, and the equipment can operate on 60 cycles 117 volt ac, or on 12 or 64 volt dc through a rotary converter. The new unit includes the base, base plate, and AAR plug and cable termination. It also includes a two-frequency control box. Four-frequency equipment is optional. *General Electric Co., Dept. RA, Lynchburg, Va.*



Diesel Starting Battery

The Edison Dynaclad battery is a lead-acid battery for diesel engine starting. Its tubular positive plate is constructed of high-strength interwoven modacrylic fiber tubes to withstand severe stresses. The battery has a corrugated, perforated polyvinyl-chloride separator, as well as a microporous rubber separator between positive and negative plates. *Thomas A. Edison Industries, McGraw-Edison Co., Dept. RA, 189 Main St., West Orange, N. J.*

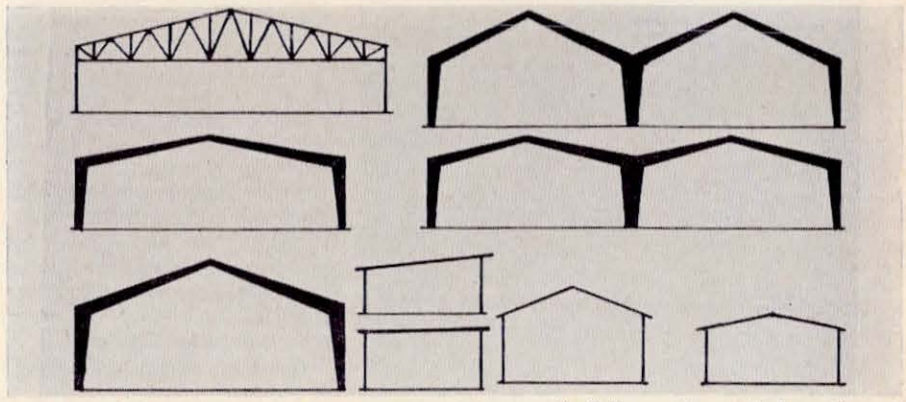
Portable Megaphone

The PP-IT is a high power portable megaphone with self-contained power supply. It has a 25-watt transistor amplifier powered from lantern batteries. The hand-held dynamic microphone has a controlled response curve. A talk-listen switch converts the megaphone into a highly directional listening device. The unit is equipped with shoulder strap and carrying handle. *University Loudspeakers, Inc., Dept. RA, 80 South Kensico Ave., White Plains, N. Y.*

Armco Steel Buildings

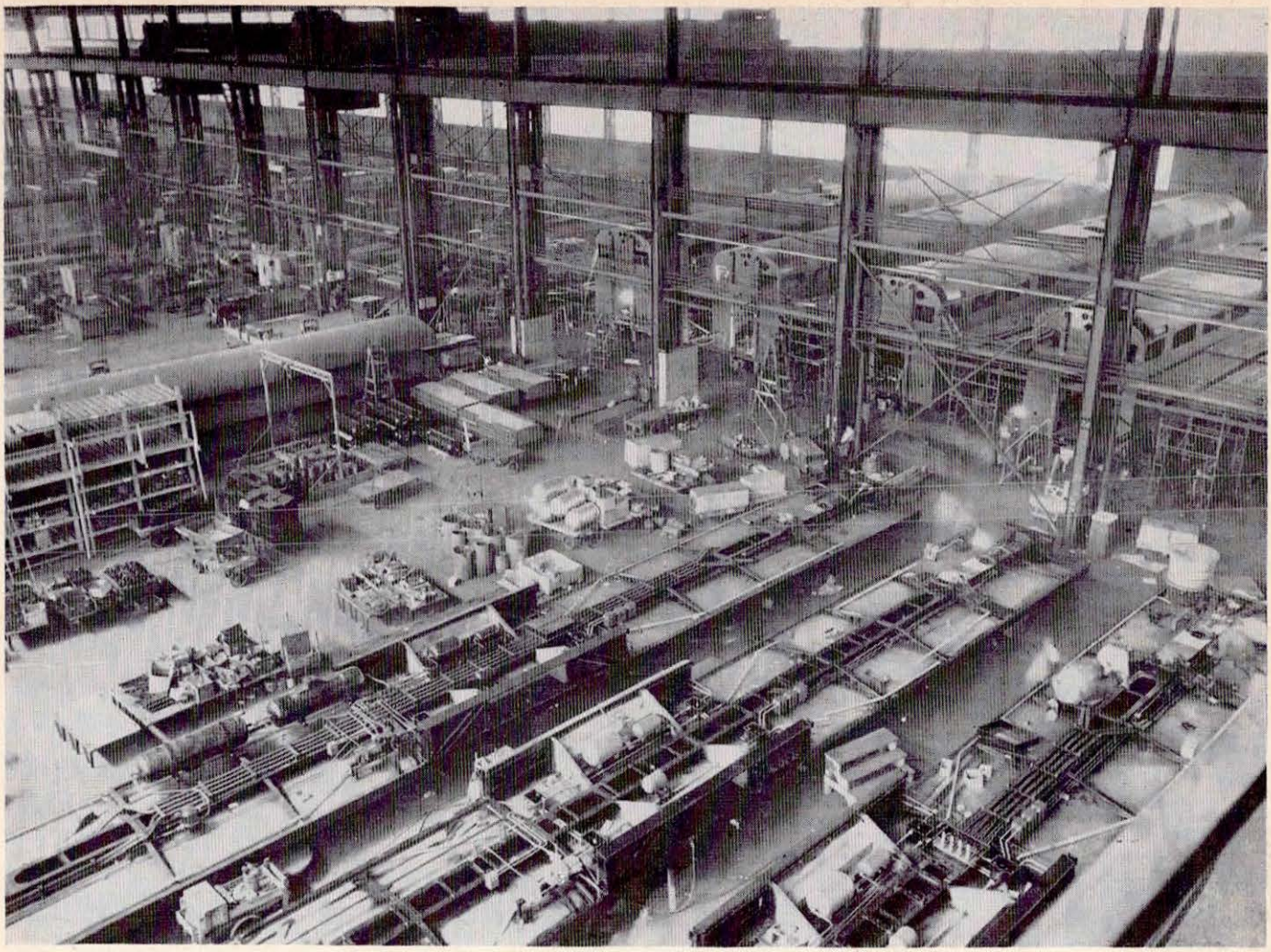
An expanded and improved line of Armco pre-engineered steel buildings was introduced in May. Clear-span widths of the new line range up to 120 ft for the truss-type and rigid frame structures. Wall heights range up to 40 ft for the truss-type and to 24 ft for those of the rigid-frame type. Buildings of the self-framing type have clear-span widths up to 32 ft and wall heights up to 20 ft. In addition, there is a new series of buildings with single-slope roofs. This series is available in widths up to 24 ft. Self-framing and rigid frame structures are now available with a new choice of roof slopes. These consist of the traditional 4:12 pitch and a new low-silhouette roof with a 2:12 pitch. Buildings with the single-slope roof are said to offer more variety, starting with a nearly flat roof design.

For the rigid-frame and truss-type buildings there is a new continuous-type purlin system. Advantages claimed for this system include lighter and stronger roof framework and faster, easier, more economical finishing.



CROSS SECTIONS of various types of Armco buildings show choice of roof slopes available for rigid-frame and self-framing types. Choice is between new low-silhouette roof (2:12 pitch) and traditional 4:12 pitch. Single-slope roofs offer even more variety.

Another feature of the new line is a "sculptured" Steelox curtain-wall panel said to provide an attractive shadow effect. It is now available as the standard wall covering for truss-type and rigid-frame buildings. Another innovation is a special new industrial interior wall panel designed to the same 16-in. module as the exterior Steelox panels. These panels are shipped ready to snap in place, with moisture-proof insulation already applied. They are made to fit all Armco buildings and can be installed in all or any part of a building. When used with Steelox panels on exterior walls the special interior panels are said to provide an efficient wall from the standpoint of heat loss. *Armco Drainage & Metal Products, Inc., Dept. RA, Middletown, Ohio.*



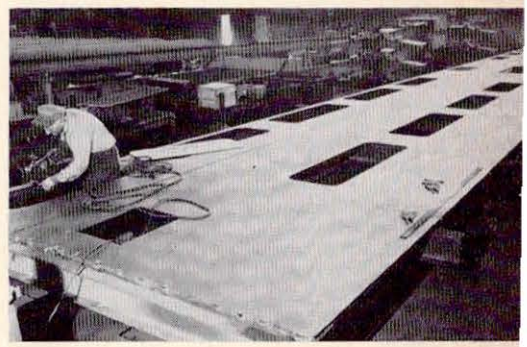
WITH UNDERFRAMES being fabricated and assembled (foreground), roof sections waiting (at left) and double-deckers in various stages of construction (background), Pullman-Standard is shooting for early-August delivery of the first of C&NW's 116 bi-level cars. The cars are being built at a cost of $21,000,000.

Commuters Keep Carbuilders Busy

Thanks to the development of the American type known as the commuter —and to some suburban roads' decision to give him high-class transportation—passenger car shops are humming again.

Pullman-Standard's South Chicago, Ill., shops (pictured here) are working on a 116-car, $21,000,000 order from Chicago & North Western. Budd Company has an order for 40 suburban double-deckers from the Milwaukee and is working on 270 transit cars for Philadelphia (RA, July 4, p. 20). St. Louis Car is building a fleet of subway cars for New York City.

Both C&NW and Milwaukee eventually will have nothing but modern, air-conditioned bi-level cars in service. North Western's modernization will be complete next summer, Milwaukee's will take somewhat longer.



WINDOW trimmer gives finishing touch to the side of one of C&NW's new suburban cars.

STEEL ROOFS for bi-level cars await installation at Pullman-Standard's South Chicago works.

Freight Operating Statistics of Large Railroads—Selected Items

Region, Road and Year		Miles of road operated	Locomotive Miles: Train miles	Locomotive Miles: Principal and helper	Locomotive Miles: Light	Car Miles: Loaded (thousands)	Car Miles: Per cent loaded	Ton-miles (thousands): Gross excl.locos & tenders	Ton-miles (thousands): Net rev. and non-rev	Road-locos. on lines: Serviceable: Unstored	Road-locos. on lines: Serviceable: Stored	Road-locos. on lines: Per cent B.O.: B.O.	Road-locos. on lines: Per cent B.O.: Per cent B.O.
New Eng. Region	Boston & Maine 1960	1,546	238,629	239,105	3,206	8,717	58.9	639,704	246,619	82	..	15	15.5
	1959	1,559	228,181	228,644	4,880	8,689	60.9	615,390	239,430	72	1	28	27.7
	N. Y., N. H. & Hartfd 1960	1,739	264,523	265,892	16,185	9,581	63.0	639,013	251,387	65	..	13	16.7
	1959	1,739	254,431	254,431	17,403	10 318	63,6	685,543	273,241	68	..	15	18.1
Great Lakes Region	Delaware & Hudson 1960	763	175,116	177,557	2,917	8,273	63.1	606,666	302,480	33	..	4	10.8
	1959	764	160,273	163,093	2,849	8,086	62.6	584,335	286,315	34	..	5	12.8
	Del., Lack. & Western 1960	941	245,129	253,115	13,124	10,137	64.4	713,336	302,012	58	..	6	9.4
	1959	918	238,988	244,383	13,060	9,964	64.3	688,474	287,082	57	..	5	8.1
	Erie 1960	2,239	575,190	577,576	17,416	29,134	67.9	1,876,205	743,293	167	..	7	4.0
	1959	2,201	542,205	544,567	14,515	29,209	68.1	1,852,064	745,442	169	2	3	1.7
	Grand Trunk Western 1960	951	215,526	215,812	1,430	7,471	58.0	523,571	200,359	45	..	4	8.2
	1959	951	227,732	230,234	2,654	7,445	59.3	547,710	221,372	41	14	20	26.7
	Lehigh Valley 1960	1,114	194,449	197,059	5,757	8,518	65.2	588,354	268,586	28	..	6	17.6
	1959	1,116	198,934	201,323	4,287	8,739	67.3	586,206	268,758	30	..	4	11.8
	New York Central 1960	10,326	2,158,760	2,171,964	99,843	87,606	56.5	6,997,530	2,904,641	464	..	39	7.8
	1959	10,395	2,126,214	2,138,381	85,327	85,695	57.9	6,723,815	2,864,392	455	..	43	8.6
	New York, Chic. & St. L. 1960	2,155	633,248	633,248	6,844	27,554	62.9	2,013,235	881,488	103	25	12	8.6
	1959	2,155	600,548	600,548	4,673	27,087	62.6	1,970,093	855,877	104	31	5	3.6
	Pitts. & Lake Erie 1960	220	58,254	58,254	....	2,426	64.1	228,970	137,623	15	..	1	6.3
	1959	221	59,825	59,825	....	2,403	63.0	226,409	134,442	13	..	1	7.1
	Wabash 1960	2,400	428,562	428,735	4,383	19,258	64.5	1,330,312	547,675	111	..	4	3.5
	1959	2,379	499,993	501,868	4,932	20,500	62.6	1,415,556	557,091	114	..	..	..
Central Eastern Region	Baltimore & Ohio 1960	5,794	1,366,841	1,452,406	95,722	56,038	59.0	4,580,494	2,163,939	384	40	29	6.4
	1959	5,802	1,289,183	1,374,831	88,656	56,983	60.7	4,469,396	2,127,466	395	78	29	5.8
	Bessemer & Lake Erie 1960	203	43,315	43,386	41	1,576	63.8	156,497	93,747	14	2	..	..
	1959	203	38,747	39,047	50	1,495	69.8	151,948	97,419	11	2	..	..
	Central RR Co. of New Jersey 1960	594	114,232	115,696	6,106	4,208	63.1	328,894	174,346	62	2	5	7.2
	1959	597	113,266	114,766	6,109	4,255	63.4	329,489	172,865	64	..	2	3.0
	Chicago & Eastern Ill. 1960	863	108,508	108,508	2,086	5,210	61.0	412,624	203,967	28	..	4	12.5
	1959	863	118,866	118,866	2,402	5,575	62.8	431,996	215,050	26	..	5	16.1
	Elgin, Joliet & Eastern 1960	205	75,656	76,847	....	2,288	57.9	204,044	109,878	42	..	1	2.3
	1959	205	71,551	72,027	....	2,398	61.0	201,752	109,523	43	..	1	2.3
	Pennsylvania System 1960	9,831	2,747,754	2,887,920	182,639	112,745	62.1	8,532,566	3,916,538	707	..	67	8.7
	1959	9,865	2,660,764	2,795,256	167,552	113,696	63.3	8,375,664	3,837,363	693	5	107	13.3
	Reading 1960	1,302	292,395	293,722	9,008	11,334	58.5	993,650	523,300	155	4	16	9.1
	1959	1,302	291,096	292,642	8,798	11,198	58.4	967,789	503,820	147	4	26	14.7
	Western Maryland 1960	843	140,117	145,355	8,247	6,107	63.4	536,565	302,842	42	..	1	2.3
	1959	844	153,942	160,439	9,164	6,448	60.9	573,657	326,483	41	2	2	4.4
Pocahontas Region	Chesapeake & Ohio 1960	5,060	1,166,330	1,167,511	19,901	52,357	55.9	4,627,239	2,512,946	587	..	48	7.6
	1959	5,061	1,151,010	1,154,102	19,907	53,271	54.7	4,696,124	2,591,967	613	..	23	3.6
	Norfolk & Western* 1960	2,722	763,892	779,725	28,599	38,036	54.5	3,777,960	2,064,880	165	25	11	5.5
	1959	2,724	739,751	764,522	37,770	37,492	54.8	3,608,970	1,935,560	219	30	17	6.4
	Rich., Fred. & Potomac 1960	110	37,709	37,709	808	2,487	63.2	172,899	71,588	14	..	1	6.7
	1959	110	37,268	37,268	835	2,484	62.0	171,199	68,454	15	..	..	..
Southern Region	Atlantic Coast Line 1960	5,563	737,717	737,717	7,482	27,338	58.1	2,114,706	967,304	129	..	3	2.3
	1959	5,609	701,589	701,589	6,796	26,484	57.9	2,065,474	943,253	131	..	1	.8
	Central of Georgia 1960	1,712	183,764	183,764	2,097	7,427	65.8	558,966	278,253	33	..	1	2.9
	1959	1,712	191,460	191,460	1,790	7,783	64.1	595,316	289,675	34	..	1	2.9
	Florida East Coast 1960	572	113,238	113,238	....	3,899	52.7	306,683	108,915	47	7	..	..
	1959	572	125,171	125,171	....	3,927	52.3	309,255	103,114	53	..	..	..
	Gulf, Mobile & Ohio 1960	2,717	270,952	270,952	175	14,944	65.8	1,079,907	518,916	86	..	5	5.5
	1959	2,717	265,996	265,996	....	15,195	66.0	1,081,119	514,709	82	..	9	9.9
	Illinois Central 1960	6,500	1,000,194	1,000,194	26,111	44,432	61.2	3,284,513	1,512,679	177	8	55	22.9
	1959	6,439	1,030,981	1,030,981	27,952	45,339	60.2	3,363,440	1,531,012	192	31	154	40.8
	Louisville & Nashville 1960	5,666	957,775	958,535	15,578	37,255	60.5	2,975,086	1,472,311	167	..	3	1.8
	1959	5,680	867,821	868,844	14,691	34,687	60.1	2,720,486	1,341,642	160	..	3	1.8
	Seaboard Air Line 1960	4,134	606,615	606,615	2,370	25,456	59.4	2,029,960	943,242	122	..	4	3.2
	1959	4,135	614,452	614,452	1,785	25,379	59.3	1,978,173	894,647	129	..	3	2.3
	Southern 1960	6,242	860,351	860,481	8,731	39,527	63.9	2,783,400	1,473,162	199	4	7	3.3
	1959	6,243	845,535	845,677	9,701	41,685	64.5	2,901,268	1,361,526	196	1	4	2.0
Northwestern Region	Chicago & North Western 1960	9,244	833,323	833,323	10,483	30,080	61.1	2,292,763	900,074	189	..	18	8.7
	1959	9,251	829,168	829,168	11,438	31,584	68.4	2,304,643	1,008,017	167	..	17	9.2
	Chicago Great Western 1960	1,437	136,922	136,922	272	6,996	66.3	489,433	225,546	25	..	2	7.4
	1959	1,437	133,465	133,465	185	7,186	66.4	501,082	230,574	25	..	1	3.8
	Chic., Milw., St. P. & Pac. 1960	10,591	814,854	821,633	9,184	36,515	63.5	2,600,740	1,137,418	153	18	6	3.4
	1959	10,583	866,522	878,747	14,815	40,157	62.9	2,824,872	1,248,561	274	19	5	1.7
	Duluth, Missabe & Iron Range 1960	575	30,230	30,230	145	624	49.0	54,748	28,159	43	30	5	6.4
	1959	557	25,818	25,868	216	401	50.7	33,485	14,828	23	25	13	21.3
	Great Northern 1960	8,275	915,652	920,105	19,310	37,384	64.7	2,678,272	1,195,898	276	7	15	5.0
	1959	8,281	930,733	933,022	22,338	38,743	63.5	2,773,726	1,216,594	279	6	13	4.4
	Minn., St. P. & S. Ste. Marie 1960	4,169	346,125	347,093	518	12,724	66.5	859,577	393,820	92	..	4	4.2
	1959	4,169	361,568	362,562	985	12,926	65.4	886,202	399,145	86	8	5	5.1
	Northern Pacific 1960	6,533	784,663	791,555	9,042	33,068	64.3	2,298,352	1,015,031	233	7	9	3.6
	1959	6,533	774,487	781,496	10,692	33,390	65.5	2,254,943	983,880	216	14	14	5.7
	Spokane, Portland & Seattle 1960	936	143,225	143,225	1,044	6,214	73.1	419,582	203,181	53	..	2	3.6
	1959	935	140,792	140,792	1,256	6,136	74.8	397,049	187,666	53	..	1	1.9
Central Western Region	Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.) 1960	12,970	2,774,593	2,966,390	57,181	119,694	63.1	8,683,046	3,426,139	622	..	39	5.9
	1959	13,104	2,714,343	2,927,004	70,032	120,602	63.0	8,642,533	3,341,939	566	6	112	16.4
	Chic., Burl. & Quincy 1960	8,625	1,046,503	1,044,223	25,026	44,810	64.8	3,083,467	1,343,599	137	5	77	35.2
	1959	8,652	1,102,731	1,100,611	35,355	46,688	65.0	3,191,238	1,386,191	132	10	72	33.6
	Chic., Rock I. & Pac. 1960	7,511	1,027,052	1,033,986	3,047	40,863	61.2	3,007,346	1,216,441	199	..	7	3.4
	1959	7,542	1,071,568	1,072,286	2,559	43,431	62.9	3,106,698	1,297,765	181	..	5	2.7
	Denver & R. G. Western 1960	2,128	310,020	328,084	31,883	14,322	72.3	1,013,093	490,068	80	4	9	9.7
	1959	2,128	297,358	315,639	29,072	14,611	72.9	1,011,635	495,526	78	7	7	7.6
	Southern Pacific 1960	8,010	2,131,157	2,219,290	153,220	102,096	66.3	7,037,806	3,091,163	717	18	26	3.4
	1959	8,013	2,200,974	2,279,489	141,206	104,002	65.7	7,103,867	3,045,893	655	4	32	4.6
	Union Pacific 1960	9,747	1,953,170	1,979,956	53,362	98,991	65.7	6,746,988	2,923,678	346	30	73	16.3
	1959	9,759	2,268,077	2,297,980	66,689	106,520	64.7	7,263,206	3,074,440	348	24	119	24.2
	Western Pacific 1960	1,188	278,747	284,780	24,029	11,116	71.7	728,636	332,854	50	..	3	5.7
	1959	1,189	273,568	280,563	39,833	11,177	70.8	729,774	327,223	45	..	1	2.2
Southwestern Region	Kansas City Southern 1960	886	126,520	126,527	14	8,078	65.6	608,863	285,055	23	..	1	4.2
	1959	886	133,530	133,730	85	8,489	67.1	629,773	297,155	25	..	1	3.8
	Louisiana & Arkansas 1960	746	79,554	79,554	25	3,885	63.8	312,319	151,572	16	..	..	..
	1959	746	73,836	73,836	....	4,043	67.0	317,362	157,758	16	..	..	..
	Mo.-Kans.-Texas Lines 1960	2,915	246,319	246,319	2,335	10,028	61.9	744,166	319,690	59	..	..	..
	1959	2,914	213,642	213,642	1,999	12,056	65.0	861,168	389,512	62	..	3	4.6
	Missouri Pacific 1960	9,413	1,225,526	1,225,526	8,886	57,720	64.1	4,121,134	1,840,151	219	..	20	8.4
	1959	9,513	1,149,575	1,149,575	8,463	55,586	65.4	3,935,960	1,805,828	215	8	20	8.2
	St. Louis-San Francisco 1960	4,527	614,806	614,806	6,792	24,496	66.9	1,653,457	757,210	102	..	11	9.7
	1959	4,536	575,493	575,493	5,866	24,553	69.0	1,681,312	768,130	102	..	7	6.4
	St. Louis Southw. Lines 1960	1,554	361,186	361,186	4,480	17,304	69.2	1,121,834	501,475	52	..	1	1.9
	1959	1,554	348,617	348,617	4,343	16,565	71.7	1,036,603	463,376	51	..	1	1.9
	Texas & New Orleans 1960	4,079	608,441	608,441	....	29,168	66.2	2,045,864	927,416	138	..	2	1.4
	1959	4,154	667,716	667,716	535	29,725	65.9	2,095,024	948,681	138	..	1	.7
	Texas & Pacific 1960	1,819	308,153	308,153	2,992	14,240	61.8	1,078,416	409,229	38	..	2	5.0
	1959	1,822	294,313	294,313	2,767	13,814	63.8	1,015,387	410,272	35	..	2	5.4

For the Month of March 1960 Compared with March 1959

Region	Road	Year	Freight cars on line: Home	Foreign	Total	Per Cent B.O.	G.t.m.per train-hr. exc.locos and tenders	G.t.m.per train-mi. excl.locos and tenders	Net ton-mi. per train-mile	Net ton-mi. per l'd car-mile	Net ton-mi. per car-day	Car miles per car-day	Net daily ton-mi. per road-mi.	Train-miles per train-hour	Miles per loco. per day
New Eng. Region	Boston & Maine	1960	2,275	7,749	10,024	3.4	42,376	2,685	1,035	28.3	791	47.5	5,146	15.8	87.4
		1959	2,241	7,596	9,837	3.4	42,673	2,704	1,052	27.6	756	45.1	4,954	15.8	82.4
	N. Y., N. H. & Hartfd	1960	4,087	14,599	18,686	8.2	38,428	2,416	950	26.2	456	27.6	4,663	15.9	138.0
		1959	3,043	13,463	16,506	4.9	43,480	2,694	1,074	26.5	547	32.4	5,069	16.1	122.5
Great Lakes Region	Delaware & Hudson	1960	4,023	4,432	8,455	8.5	63,037	3,482	1,736	36.6	1,097	47.5	12,788	18.2	171.1
		1959	5,041	5,366	10,407	9.2	65,656	3,666	1,796	35.4	890	40.2	12,089	18.0	150.5
	Del., Lack. & Western	1960	5,701	8,917	14,618	11.4	53,751	2,944	1,246	29.8	671	35.0	10,353	18.5	149.2
		1959	6,125	7,802	13,927	10.7	53,217	2,920	1,218	28.8	648	35.0	10,088	18.5	145.0
	Erie	1960	10,435	15,672	26,107	10.2	69,026	3,290	1,304	25.5	931	53.8	10,709	21.2	121.6
		1959	11,651	14,288	25,939	8.1	72,513	3,447	1,387	25.5	918	52.8	10,925	21.2	114.9
	Grand Trunk Western	1960	5,108	7,403	12,511	6.6	55,340	2,438	933	26.8	517	33.2	6,796	22.8	127.1
		1959	4,949	9,274	14,223	5.2	53,571	2,421	978	29.7	521	29.5	7,509	22.3	101.7
	Lehigh Valley	1960	6,693	8,969	15,662	12.2	61,978	3,057	1,396	31.5	563	27.4	7,777	20.5	211.8
		1959	7,077	8,326	15,403	8.3	61,331	2,973	1,363	30.8	569	27.5	7,768	20.8	215.8
	New York Central	1960	60,363	71,229	131,592	9.3	56,715	3,269	1,357	33.2	708	37.8	9,074	17.5	165.6
		1959	63,157	70,537	133,694	9.0	56,941	3,190	1,359	33.4	660	34.1	8,889	18.0	166.0
	New York, Chic. & St. L.	1960	9,242	14,194	23,436	14.2	57,460	3,217	1,408	32.0	1,205	59.9	13,195	18.1	164.9
		1959	9,641	14,155	23,796	13.5	60,356	3,319	1,442	31.6	1,150	58.1	12,812	18.4	156.7
	Pitts. & Lake Erie	1960	5,510	7,128	12,638	5.6	60,018	3,952	2,376	56.7	361	9.9	20,179	15.3	118.6
		1959	6,587	4,887	11,474	7.7	60,651	3,810	2,262	55.9	355	10.1	19,624	16.0	137.6
	Wabash	1960	10,113	7,460	17,573	12.0	75,167	3,117	1,283	28.4	1,031	56.2	7,361	24.2	127.1
		1959	10,017	7,896	17,913	8.3	67,772	2,843	1,119	27.2	983	57.8	7,554	23.9	151.3
Central Eastern Region	Baltimore & Ohio	1960	57,734	39,622	97,356	12.5	52,220	3,397	1,605	38.6	716	31.5	12,048	15.6	114.9
		1959	61,709	38,341	100,050	18.0	56,423	3,511	1,671	37.3	691	30.5	11,828	16.3	99.2
	Bessemer & Lake Erie	1960	4,599	1,236	5,835	8.4	53,266	3,831	2,295	59.5	499	13.1	14,897	14.7	115.8
		1959	5,733	1,361	7,094	11.1	60,779	4,136	2,652	65.2	495	10.9	15,481	15.5	114.7
	Central RR Co. of New Jersey	1960	4,472	9,653	14,125	18.4	43,276	3,005	1,593	41.4	392	15.0	9,468	15.0	79.1
		1959	4,072	10,117	14,189	14.7	42,796	3,068	1,610	40.6	410	15.9	9,341	14.7	84.6
	Chicago & Eastern Ill.	1960	3,386	3,096	6,482	8.1	66,660	3,834	1,895	39.1	1,073	44.9	7,624	17.5	116.3
		1959	3,446	3,040	6,486	14.2	65,783	3,663	1,823	38.6	1,136	46.9	8,038	18.1	134.9
	Elgin, Joliet & Eastern	1960	7,503	9,089	16,592	4.8	20,621	2,785	1,500	48.0	211	7.6	17,290	7.6	79.9
		1959	7,973	8,825	16,798	5.3	20,412	2,919	1,584	45.7	209	7.5	17,234	7.2	73.2
	Pennsylvania System	1960	107,660	89,606	197,266	12.0	52,967	3,188	1,463	34.7	641	29.7	12,851	17.1	140.9
		1959	133,036	72,661	205,697	20.4	56,211	3,228	1,479	33.8	606	28.4	12,548	17.9	130.3
	Reading	1960	17,023	17,346	34,369	16.7	52,826	3,400	1,791	46.2	506	18.7	12,965	15.5	67.8
		1959	19,810	15,866	35,676	23.8	50,511	3,325	1,731	45.0	459	17.4	12,483	15.2	65.9
	Western Maryland	1960	6,783	3,213	9,996	6.1	55,706	3,875	2,187	49.6	962	30.6	11,589	14.5	128.9
		1959	6,942	2,865	9,807	3.9	55,809	3,773	2,147	50.6	1,019	33.0	12,478	15.0	133.9
Pocahontas Region	Chesapeake & Ohio	1960	64,038	26,062	90,100	4.0	72,279	3,988	2,166	48.0	907	33.8	16,020	18.2	65.6
		1959	64,269	23,938	88,207	6.8	75,996	4,094	2,260	48.7	955	35.9	16,521	18.6	65.5
	Norfolk & Western*	1960	50,912	8,214	59,126	2.7	87,666	5,060	2,765	54.3	1,090	36.8	24,471	17.7	141.2
		1959	53,890	9,162	63,052	3.9	85,256	5,008	2,686	51.6	971	34.3	22,921	17.7	106.2
	Rich., Fred. & Potomac	1960	88	957	1,045	2.6	104,031	4,592	1,901	28.8	2,244	123.4	20,994	22.7	87.2
		1959	112	955	1,067	2.2	104,901	4,597	1,838	27.6	2,127	124.6	20,074	22.8	85.8
Southern Region	Atlantic Coast Line	1960	19,298	16,685	35,983	5.1	49,964	2,877	1,316	35.4	862	41.9	5,609	17.4	207.7
		1959	21,153	16,262	37,415	4.1	52,091	2,959	1,351	35.6	800	38.8	5,425	17.7	192.6
	Central of Georgia	1960	3,510	5,610	9,120	3.4	52,802	3,046	1,516	37.5	1,010	40.9	5,243	17.4	189.7
		1959	3,557	5,192	8,749	3.1	54,100	3,110	1,513	37.2	1,034	43.4	5,458	17.4	198.0
	Florida East Coast	1960	723	3,920	4,643	.4	46,765	2,708	962	27.9	782	53.2	6,142	17.3	77.5
		1959	690	4,947	5,637	.6	42,845	2,480	827	26.3	607	44.2	5,815	17.3	85.2
	Gulf, Mobile & Ohio	1960	6,592	9,638	16,230	6.7	78,186	3,988	1,916	34.7	1,023	44.8	6,161	19.6	103.8
		1959	6,498	10,211	16,709	5.5	77,773	4,066	1,936	33.9	1,004	44.9	6,111	19.1	101.9
	Illinois Central	1960	26,768	20,377	47,145	3.1	59,153	3,309	1,524	34.0	1,005	48.2	7,507	18.0	150.7
		1959	26,416	22,905	49,321	4.1	61,767	3,296	1,498	33.8	1,007	49.5	7,670	18.9	97.5
	Louisville & Nashville	1960	32,802	18,724	51,526	11.3	55,073	3,120	1,544	39.5	912	38.2	8,382	17.7	203.9
		1959	37,766	15,953	53,719	6.8	55,482	3,141	1,549	38.7	805	34.7	7,620	17.7	191.9
	Seaboard Air Line	1960	15,239	14,571	29,810	3.3	60,883	3,405	1,582	37.1	1,044	47.4	7,360	18.2	182.5
		1959	18,104	11,974	30,078	3.2	60,395	3,278	1,483	35.3	949	45.4	6,797	18.8	176.6
	Southern	1960	21,237	31,592	52,829	3.7	55,398	3,240	1,715	37.3	901	37.9	7,613	17.1	148.7
		1959	20,437	27,992	48,429	4.9	61,507	3,438	1,613	32.7	897	42.6	7,035	17.9	154.0
Northwestern Region	Chicago & North Western	1960	23,367	27,765	51,132	7.6	46,598	2,763	1,085	29.9	563	30.8	3,141	16.9	146.7
		1959	21,398	26,177	47,575	5.4	51,477	2,794	1,222	31.9	615	29.9	3,515	18.5	169.0
	Chicago Great Western	1960	2,634	4,578	7,212	3.4	66,229	3,581	1,650	32.2	1,073	50.2	5,063	18.5	177.2
		1959	2,264	3,542	5,806	4.1	71,686	3,761	1,731	32.1	1,268	59.6	5,176	19.1	178.2
	Chic., Milw., St. P. & Pac.	1960	28,286	21,469	49,755	5.3	64,148	3,198	1,399	31.1	746	37.7	3,464	20.1	163.2
		1959	30,357	23,590	53,947	4.6	65,268	3,267	1,444	31.1	713	36.4	3,806	20.0	103.9
	Duluth, Missabe & Iron Range	1960	12,867	504	13,371	1.1	29,884	1,935	995	45.1	69	3.1	1,580	16.5	14.2
		1959	13,886	708	14,594	2.2	20,785	1,363	604	37.0	33	1.7	859	16.0	16.0
	Great Northern	1960	24,042	18,001	42,043	3.5	63,703	2,938	1,312	32.0	928	44.8	4,662	21.8	112.4
		1959	22,738	20,038	42,776	3.4	63,539	3,000	1,316	31.4	907	45.5	4,739	21.3	112.3
	Minn., St. P. & S. Ste. Marie	1960	7,197	5,493	12,690	6.8	49,102	2,490	1,141	31.0	972	47.2	3,047	19.8	124.1
		1959	6,720	5,714	12,434	9.5	48,594	2,463	1,109	30.9	970	48.0	3,088	19.8	132.0
	Northern Pacific	1960	18,401	15,284	33,685	3.1	64,035	2,933	1,295	30.7	964	48.8	5,012	21.9	110.5
		1959	18,913	16,420	35,333	2.6	64,857	2,915	1,272	29.5	929	48.1	4,858	22.3	110.3
	Spokane, Portland & Seattle	1960	1,449	4,206	5,655	3.6	41,658	2,935	1,421	32.7	1,176	49.2	7,002	14.2	101.1
		1959	1,311	3,916	5,227	2.8	44,009	2,830	1,338	30.6	1,142	49.9	6,475	15.6	95.8
Central Western Region	Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.)	1960	51,647	32,169	83,816	4.6	78,806	3,140	1,239	28.6	1,315	72.8	8,521	25.2	156.1
		1959	48,932	37,152	86,084	4.6	79,062	3,195	1,235	27.7	1,273	72.9	8,227	24.8	149.1
	Chic., Burl. & Quincy	1960	26,889	20,678	47,567	4.1	63,970	2,964	1,291	30.0	934	48.0	5,025	21.7	167.2
		1959	22,814	23,483	46,297	3.7	64,848	2,919	1,268	29.7	954	49.4	5,168	22.4	179.3
	Chic., Rock I. & Pac.	1960	14,863	20,254	35,117	5.4	60,812	2,934	1,187	29.8	1,086	59.6	5,224	20.8	174.6
		1959	14,578	22,398	36,976	4.9	61,574	2,907	1,214	29.9	1,106	58.8	5,551	21.2	199.7
	Denver & R. G. Western	1960	8,574	6,175	14,749	5.2	67,513	3,273	1,583	34.2	1,061	42.9	7,429	20.7	129.7
		1959	8,364	5,896	14,260	5.6	72,167	3,411	1,671	33.9	1,136	46.0	7,512	21.2	124.7
	Southern Pacific	1960	30,298	40,000	70,298	1.9	75,036	3,331	1,463	30.3	1,459	72.7	12,449	22.7	108.3
		1959	32,044	42,678	74,722	2.5	69,950	3,260	1,398	29.3	1,360	70.7	12,262	21.7	122.7
	Union Pacific	1960	32,399	32,193	64,592	2.4	93,412	3,476	1,506	29.5	1,455	75.0	9,676	27.0	148.6
		1959	31,075	34,813	65,888	1.7	91,002	3,235	1,369	28.9	1,523	81.6	10,162	28.4	163.5
	Western Pacific	1960	2,565	2,443	5,008	4.4	74,252	2,633	1,203	29.9	2,234	104.1	9,038	28.4	193.4
		1959	2,680	3,486	6,166	2.4	78,084	2,679	1,201	29.3	1,766	85.3	8,878	29.3	232.6
Southwestern Region	Kansas City Southern	1960	2,135	5,690	7,825	4.7	99,083	4,824	2,258	35.3	1,183	51.1	10,378	20.6	212.8
		1959	2,461	5,185	7,646	6.2	100,828	4,750	2,241	35.0	1,244	53.0	10,819	21.4	201.0
	Louisiana & Arkansas	1960	1,806	3,556	5,362	6.4	78,650	3,956	1,920	39.0	926	37.2	6,554	20.0	205.0
		1959	1,997	2,989	4,986	7.6	82,496	4,316	2,145	39.0	1,016	38.9	6,822	19.2	192.1
	Mo.-Kans.-Texas Lines	1960	5,132	5,609	10,741	9.9	55,944	3,025	1,299	31.9	961	48.7	3,538	18.5	150.8
		1959	5,182	6,028	11,210	9.7	68,406	4,038	1,827	32.3	1,070	51.0	4,312	17.0	116.6
	Missouri Pacific	1960	24,011	21,658	45,669	6.9	70,583	3,376	1,507	31.9	1,285	62.8	6,306	21.0	182.7
		1959	23,265	22,769	46,034	8.7	71,004	3,443	1,580	32.5	1,275	60.0	6,123	20.7	166.5
	St. Louis-San Francisco	1960	11,396	10,303	21,699	1.8	57,181	2,703	1,238	30.9	1,157	55.9	5,396	21.3	197.2
		1959	12,041	9,626	21,667	2.2	61,373	2,930	1,339	31.3	1,183	54.8	5,463	21.0	192.4
	St. Louis Southw. Lines	1960	1,737	3,196	4,933	4.6	77,113	3,110	1,390	29.0	3,074	153.2	10,410	24.8	234.2
		1959	2,149	4,377	6,526	2.3	71,941	2,983	1,334	28.0	2,216	110.5	9,619	24.2	222.9
	Texas & New Orleans	1960	6,306	14,460	20,766	2.3	81,463	3,378	1,531	31.8	1,399	66.5	7,334	24.2	148.1
		1959	6,239	14,287	20,526	1.6	77,071	3,153	1,428	31.9	1,452	69.0	7,367	24.6	162.6
	Texas & Pacific	1960	3,184	5,602	8,786	4.7	83,198	3,515	1,334	28.7	1,467	82.6	7,257	23.8	266.1
		1959	3,102	6,115	9,277	3.2	78,975	3,464	1,400	29.7	1,428	75.3	7,264	22.9	270.3

* Includes operations of Virginian Ry. Co., merged into Norfolk & Western Ry. Co., December 1, 1959.
Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

Handy Reference to Railroad Associations

AIR BRAKE ASSOCIATION. John R. Ball, 224 S. Lincoln Ave., Aurora, Ill. Annual meeting, September 12-14, Hotel Sherman, Chicago.

ALLIED RAILWAY SUPPLY ASSOCIATION. Albert Schiffers, Jr., 80 E. Jackson Blvd., Chicago 4.

AMERICAN ASSOCIATION OF BAGGAGE TRAFFIC MANAGERS. W. B. Paul, Seaboard Air Line, Room 408, SAL Bldg., Richmond 13, Va.

AMERICAN ASSOCIATION OF PASSENGER RATE MEN. F. X. Severtsen, AT & SF Ry., 1115 Railway Exchange Bldg., Chicago 4. Annual meeting, October 20-22, Montreal.

AMERICAN ASSOCIATION OF PASSENGER TRAFFIC OFFICERS. B. D. Branch, Hotel Manhattan, 44th St. & 8th Ave., New York. Annual meeting September 18-21, Hotel General Brock, Niagara Falls, Ont.

AMERICAN ASSOCIATION OF RAILROAD SUPERINTENDENTS. Mrs. Ruth Weggeberg, Room 835, 431 S. Dearborn St., Chicago 5.

AMERICAN ASSOCIATION OF TRAVELING PASSENGER AGENTS. R. T. Mollencott, Wabash, 1418 Railway Exchange, St. Louis 1. Annual sales meeting, aboard SS North American, Chicago to Buffalo and return, August 27- September 3.

AMERICAN COUNCIL OF RAILROAD WOMEN. Mary Hurley, Chicago & Eastern Illinois, 332 S. Michigan Ave., Chicago 4. Fall meeting, October 24-26, Sheraton-Blackstone, Chicago.

AMERICAN INSTITUTE OF ELECTRICAL ENGINEERS. N. S. Hibshman, (Exec. Secy.) 33 W. 39th St., New York 18. Committee on Land Transportation, C. M. Hines, Westinghouse Air Brake Co., Wilmerding, Pa.

AMERICAN RAILWAY BRIDGE AND BUILDING ASSOCIATION. Mrs. Ruth Weggeberg, Room 835, 431 S. Dearborn St., Chicago 5. Annual meeting, September 19-21, Conrad Hilton Hotel, Chicago.

AMERICAN RAILWAY CAR INSTITUTE. W. A. Renz, 200 E. 42nd St., New York 17.

AMERICAN RAILWAY DEVELOPMENT ASSOCIATION. F. V. Fisher, Elgin, Joliet & Eastern, Joliet, Ill. Annual meeting, May 15-17, 1961, Sheraton Hotel, Philadelphia.

AMERICAN RAILWAY ENGINEERING ASSOCIATION.—Works in cooperation with the Association of American Railroads, Engineering Division Neal D. Howard, 59 E. Van Buren St., Chicago 5. Annual meeting, March 7-9, 1961, Conrad Hilton Hotel, Chicago.

AMERICAN RAILWAY MAGAZINE EDITORS ASSOCIATION. F. L. Joyner, Atlantic Coast Line, Wilmington, N. C. Annual meeting, October 12-14, Sheraton Blackstone, Chicago.

AMERICAN SHORT LINE RAILROAD ASSOCIATION.—C. E. Huntley, 2000 Massachusetts Ave., N. W. Washington 6, D. C. Annual meeting, October 4-5, Hotel Northland, Green Bay, Wis.

AMERICAN SOCIETY FOR TESTING MATERIALS.—R. J. Painter, 1916 Race St., Philadelphia. Committee Week, January 29-February 3, 1961, Netherland Hilton Hotel, Cincinnati; annual meeting, June 25-30, Chalfonte-Haddon Hall, Atlantic City.

AMERICAN SOCIETY OF MECHANICAL ENGINEERS.—O. B. Schier, II, 29 W. 39th St., New York 18. Annual meeting November 27-December 2, Statler Hilton, New York.

Railroad Division.—C. E. Tack, American Steel Foundries, Prudential Plaza, Chicago 1.

AMERICAN WOOD-PRESERVERS' ASSOCIATION.—W. A. Penrose, 839 Seventeenth St., N.W., Washington 6, D. C. Annual meeting May 30-June 1, 1961, Banff Springs Hotel, Banff, Alberta.

ASSOCIATED TRAFFIC CLUBS OF AMERICA.—F. C. Day, Traffic Service Corp., 815 Washington Bldg., Washington 5, D. C. Annual meeting, September 18-21, Dinkler Plaza Hotel, Atlanta.

ASSOCIATION OF AMERICAN RAILROAD DINING CAR OFFICERS. W. H. Berghegger, Room 800, 721 Olive St., St. Louis 1, Annual meeting, September 26-28, Hotel Kentucky, Louisville.

ASSOCIATION OF AMERICAN RAILROADS.—Richard E. Kecfer, Transportation Bldg., Washington 6, D. C.

Operations and Maintenance Department.—C. D. Buford, Vice-President, Transportation Bldg., Washington 6, D. C.

Operating-Transportation Division.—A. I. Ciliske, 59 E. Van Buren St., Chicago 5.

Transportation Section.—H. A. Eaton, 59 E. Van Buren St., Chicago 5.

Operating Section.—F. J. Parker, 59 E. Van Buren St., Chicago 5.

Communications Section.—A. H. Grothmann, 59 E. Van Buren St., Chicago 5. Annual Meeting, May 23-25, 1961, Leamington Hotel, Minneapolis.

Fire Protection and Insurance Section.—W. E. Todd, 59 E. Van Buren St., Chicago 5. Annual meeting, September 27-29, Statler Hilton Hotel, Washington, D. C.

Freight Loss and Damage Prevention Section.—G. H. Ruhle, 59 E. Van Buren St., Chicago 5.

Freight Station Section.—W. E. Todd, 59 E. Van Buren St., Chicago 5.

Medical and Surgical Section.—F. J. Parker, 59 E. Van Buren St., Chicago 5. Annual meeting, April 1961, St. Louis, Mo.

Protective Section.—F. J. Parker, 59 E. Van Buren St., Chicago 5. Annual meeting, May 1961, Baltimore.

Safety Section.—F. J. Parker, 59 E. Van Buren St., Chicago 5. Annual meeting, June 1961, Atlantic City.

Electrical Section of the Engineering and Mechanical Divisions. C. C. Elber, 59 E. Van Buren St., Chicago 5. Annual meeting, June 27-29, 1961, Sherman Hotel, Chicago.

Engineering Division. E. G. Gehrke, 59 E. Van Buren St., Chicago 5.

Construction and Maintenance Section.- Neal D. Howard, 59 E. Van Buren St., Chicago 5. Annual meeting, March 7-9, 1961, Conrad Hilton Hotel, Chicago.

Signal Section. R. H. C. Balliet, 59 E. Van Buren St., Chicago 5. Annual meeting, October 11-13, Morrison Hotel, Chicago.

Mechanical Division. F. H. Stremmel, 59 E. Van Buren St., Chicago 5. Annual meeting, June 27-29, 1961, Sherman Hotel, Chicago.

Purchases and Stores Division. J. H. Bean (Exec. Vice-Chairman) Transportation Bldg., Washington 6, D. C. Annual meeting September 11-13, 1961, Conrad Hilton Hotel, Chicago.

Freight Claim Division. R. E. O'Donnell, 59 E. Van Buren St., Chicago 5. Annual Meeting, May 16-17, 1961, Benjamin Franklin Hotel, Philadelphia.

General Claims Division. H. W. Hawley, 59 E. Van Buren St., Chicago 5. Annual meeting, May 24-26, 1961, Edgewater Beach Hotel, Chicago.

Car Service Division. R. E. Clark, Chairman, Transportation Bldg., Washington 6, D. C.

Finance Accounting, Taxation and Valuation Department. W. Irwin, Vice-President, Transportation Bldg., Washington 6, D. C.

Accounting Division. Philip A. Lyon, Transportation Bldg., Washington 6, D. C. Annual meeting, May 29-31, 1961, Atlanta Biltmore Hotel, Atlanta.

Treasury Division. Philip A. Lyon, Transportation Bldg., Washington 6, D. C. Annual meeting, October 6-8, The Greenbrier, White Sulphur Springs, W. Va.

ASSOCIATION OF INTERSTATE COMMERCE COMMISSION PRACTITIONERS. Mrs. M. L. Urmey, Executive Secretary, 1112 ICC Building, Washington 25, D. C. Annual meeting, May 25-26, 1961, Denver Hilton Hotel, Denver.

ASSOCIATION OF RAILROAD ADVERTISING MANAGERS. A. W. Eckstein, Illinois Central, 135 E. Eleventh Pl., Chicago 5. Annual meeting May 8-10, 1961, New Orleans.

ASSOCIATION OF TRACK AND STRUCTURE SUPPLIERS. C. L. Ragel, Fairmont Railway Motors, 332 S. Michigan Ave., Chicago 4.

CANADIAN RAILWAY CLUB. W. J. Cadogan, P. O. Box 162, Montreal 3, Quebec. Regular meetings, second Monday of each month, except February, June, July and August, Queen Elizabeth Hotel, Montreal, Que.

CAR DEPARTMENT ASSOCIATION OF ST. LOUIS. J. J. Murphy, 4047 Miami St., St. Louis 16. Regular meetings third Tuesday of each month except June, July and August, Hotel Pick-Melbourne.

CAR DEPARTMENT OFFICERS' ASSOCIATION. E. W. Gebhardt, 297 Highland Ave., Elmhurst, Ill. Annual meeting, September 12-14, Hotel Sherman, Chicago.

CAR FOREMAN'S ASSOCIATION OF OMAHA, COUNCIL BLUFFS AND SOUTH OMAHA INTERCHANGE. C. G. Poetzel, Chicago & North Western, 11th St. and Avenue J., Council Bluffs, Ia. Regular meetings, second Tuesday of each month, except July and August, Chieftain Hotel, Council Bluffs.

CAR FOREMEN'S ASSOCIATION OF CHICAGO.—A. F. Junghlut, 218 Main St., Glen Ellyn, Ill. Regular meetings, second Monday of each month except June, July and August, LaSalle Hotel.

CENTRAL RAILWAY CLUB OF BUFFALO.— F. I. McCrone Room 17, 2nd floor, Hotel Statler-Hilton, Buffalo 5. Regular meetings, second Thursday of each month except June, July and August, Hotel Statler-Hilton. Annual dinner, January 12, 1961.

CHICAGO RAILROAD DIESEL CLUB.—E. C. Fosdick, 225 Illinois Blvd., Hoffman Estates, Roselle, Ill. Regular meetings first Tuesday after first Saturday of each month except July and August, Hamilton Hotel, 5:30 p.m.

CHICAGO RAILROADS CAR ACCOUNTING OFFICERS.—J. A. Vogrin (Chairman) EJ&E RR., P. O. Box 1411, Joliet, Ill. Regular meetings last Wednesday of each month, except July and August, Traffic Club, Palmer House, at 12:15 p.m.

EASTERN ASSOCIATION OF CAR SERVICE OFFICERS. C. C. Robinson, Monon RR, Lafayette, Ind. Next meeting November 10-11, Sheraton Park Hotel, Washington, D. C.

EASTERN CAR FOREMAN'S ASSOCIATION.—F. Frey, Central of New Jersey, Room 6, Jersey City Terminal, Jersey City 2. Regular meetings second Tuesday of January, February, March, April, May, October and November. Railroad-Machinery Club, 30 Church St., New York. Annual outing, second Thursday in July, Race Brook Country Club, Orange, Conn.

LOCOMOTIVE MAINTENANCE OFFICERS' ASSOCIATION.—C. M. Lipscomb, 1721 Parker St., North Little Rock, Ark. Annual meeting, September 12-14, Hotel Sherman, Chicago.

MAINTENANCE OF WAY CLUB OF CHICAGO. L. S. Kopec, CMStP&P, Room 898, Union Station, Chicago 6. Regular meetings, October through April, Hamilton Hotel, Chicago.

METROPOLITAN MAINTENANCE OF WAY CLUB.—R. Craib, Railway Age, 30 Church St., New York 7. Meets October 27, December 8. Railroad-Machinery Club, 30 Church St., New York.

MILITARY RAILWAY SERVICE VETERANS.— F. W. Okie, Rossmoor and Lake Erie, P. O. Box 536, Pittsburgh 30. Annual reunion, September 23-25, Texas Hotel, Ft. Worth.

MISSISSIPPI VALLEY MAINTENANCE OF WAY CLUB.—E. E. Brady, Wabash, 1402 Ry. Exchange, St. Louis 1. Regular meetings, second Monday of each month, September through May, Ambassador Kingsway Hotel, St. Louis.

NATIONAL ASSOCIATION OF RAILROAD AND UTILITIES COMMISSIONERS. R. Everette Kreeger, 5310 ICC Bldg., P. O. Box 684, Washington 4, D. C. Annual meeting, November 28-December 1, Stardust Hotel, Las Vegas.

NATIONAL ASSOCIATION OF RAILROAD ENGINEERS OF TEST. R. A. Bardwell (Chairman), Chicago & Eastern Illinois, Danville, Ill. Next meeting Sept. 12 Hotel Sherman, Chicago.

NATIONAL ASSOCIATION OF RAILROAD TRIAL COUNSEL. J. J. McCarthy (Exec. Dir.) Room 5635, Grand Central Terminal Bldg., New York 17. Annual meeting, September 6-8, The Greenbrier, White Sulphur Springs, W. Va.

NATIONAL ASSOCIATION OF RAILWAY BUSINESS WOMEN. Miss Rosalie Draper, Chicago, Rock Island & Pacific, Room 900, LaSalle Street Station, Chicago. Annual meeting, May 8-12, 1961, Stardust Hotel, Las Vegas.

NATIONAL ASSOCIATION OF SHIPPERS' ADVISORY BOARDS. R. J. Tyler, Tube Turns & Girdler Div., Chemetron Corp., 224 E. Broadway, Louisville 1. Annual meeting, October 11-13, Nicollet Hotel, Minneapolis.

NATIONAL DEFENSE TRANSPORTATION ASSOCIATION. Lily M. Beauchamp, 1612 K. St., N.W., Washington 6, D. C. Annual meeting, October 2-5, Roosevelt Hotel, New Orleans.

NATIONAL INDUSTRIAL TRAFFIC LEAGUE.—I. J. Dorr, Suite 909, Sheraton Bldg., 711 14th St., N.W., Washington 5, D. C. Annual meeting, November 17-18, Commodore Hotel, New York.

NATIONAL RAILWAY APPLIANCES ASSOCIATION. S. C. Johnson (asst. secy.) Dearborn Chemical Co., Merchandise Mart Plaza, Chicago 54. Exhibit at Exposition Center, Chicago, March 6-9, 1961, in conjunction with AREA Convention.

NATIONAL SAFETY COUNCIL, RAILROAD SECTION.—G. C. Stromsoe, (vice-chairman) Atlantic Coast Line, Wilmington, N. C. Annual meeting, October 18-20, LaSalle Hotel, Chicago.

NEW ENGLAND RAILROAD CLUB.—William M. McCombs, 35 Lewis Wharf, Boston 10. Regular meeting, second Tuesday in October, December, February and April. Hotel Vendome, Boston, 6:30 p.m. Annual banquet second Thursday of May each year.

NEW YORK RAILROAD CLUB.—W. P. Dizard, 30 Church St., New York 7. Regular meetings, third Thursday of each month except June, July, August, September and December. Century Room, Commodore Hotel. Reception 5:30 p.m.; dinner 6:30. meeting, 7:45. Annual dinner, December 8

NORTHWEST CARMEN'S ASSOCIATION.—N. J. Maglich, Minnesota Transfer Ry., 2065 Capp Road, St. Paul 14, Minn. Regular meetings, first Monday of each month except June, July, August, Midway Club, 1931 University Ave., St. Paul.

NORTHWEST LOCOMOTIVE ASSOCIATION. W. N. Cox, P. O. Box 3346, St. Paul 1, Minn. Regular meetings, fourth Tuesday of January, May and September, Hotel Nicollet, Minneapolis; fourth Tuesday of March and November, Hotel St. Paul, St. Paul.

NORTHWEST MAINTENANCE OF WAY CLUB.—J. A. Messieci, 27 Milwaukee Station, Minneapolis 1. Regular meetings, fourth Thursday of each month, September through April, inclusive, except November and December which are third Thursday, Coleman's Cafe, 2239 Ford Parkway, St. Paul.

PACIFIC RAILWAY CLUB. S. E. Byler, 121 1 Sixth St., Los Angeles 14. Meetings in alternate months in San Francisco and Los Angeles. One meeting a year at Sacramento and at Roseville.

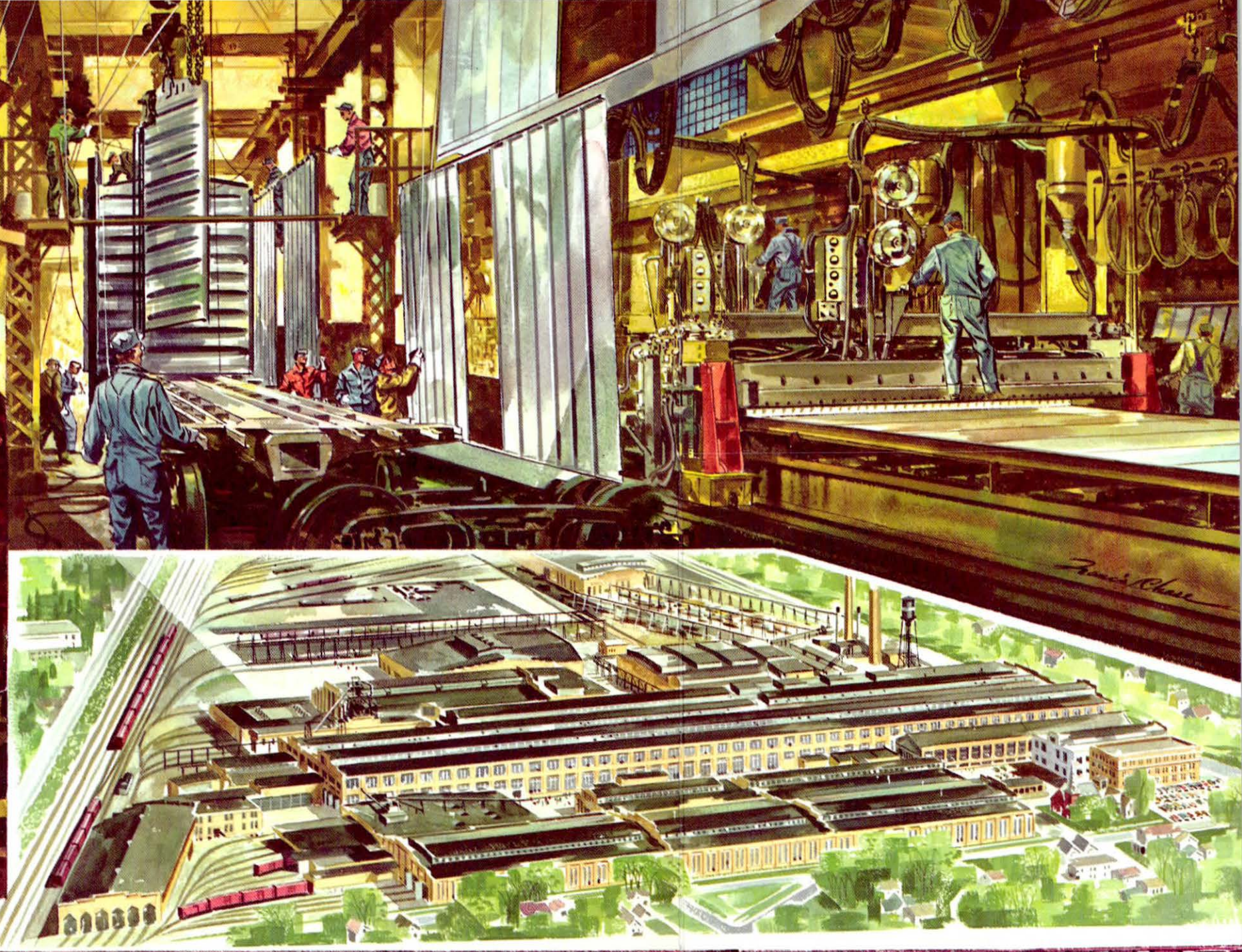
RAILROAD PUBLIC RELATIONS ASSOCIATION. H. H. Baetjer Association of American Railroads, Transportation Bldg., Washington 6, D. C.

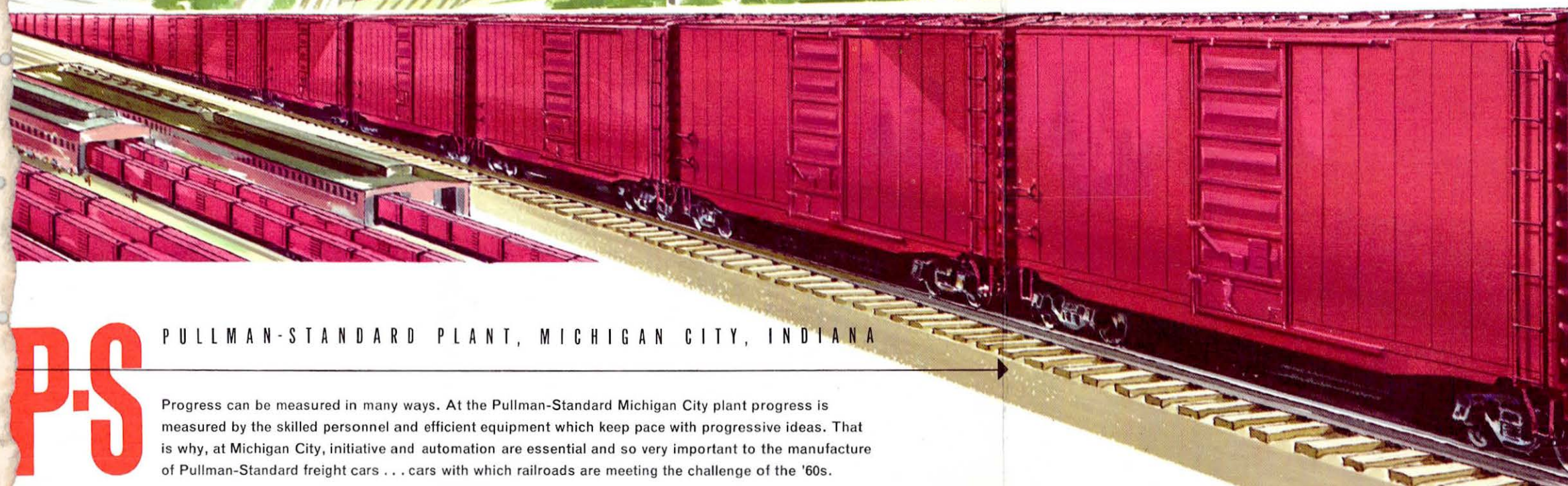
RAILWAY CLUB OF PITTSBURGH.— G. E. Morrison 2710 Koppers Bldg., Pittsburgh 19. Regular meetings third Wednesday of each month, except June September, incl., and December, Roosevelt Hotel. Dinner, 6:30 p.m.; meeting, 8. Annual dinner in November.

RAILWAY COMMUNICATIONS SUPPLIER'S ASSOCIATION.—W. H. Allen, Room 322E, 30 Church St., New York 7.

RAILWAY ELECTRICAL AND MECHANICAL SUPPLY ASSOCIATION.—L. R. Oswald, Transquip Corp., 91 N. Michigan Ave., Chicago 11.

(*Continued on page 41*)





P-S

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Progress can be measured in many ways. At the Pullman-Standard Michigan City plant progress is measured by the skilled personnel and efficient equipment which keep pace with progressive ideas. That is why, at Michigan City, initiative and automation are essential and so very important to the manufacture of Pullman-Standard freight cars . . . cars with which railroads are meeting the challenge of the '60s.

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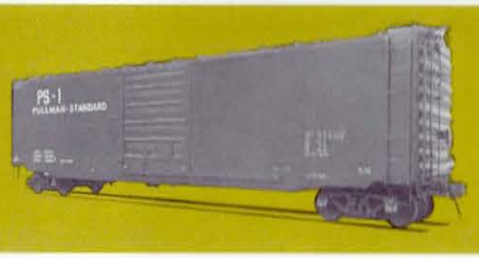
PRODUCTS OF MODERN MASS PRODUCTION FACILITIES

All Pullman-Standard plants, like this one at Michigan City, Indiana, are equipped with modern production methods, skilled manpower and extensive facilities to mass produce the very finest in standardized railroad rolling stock.

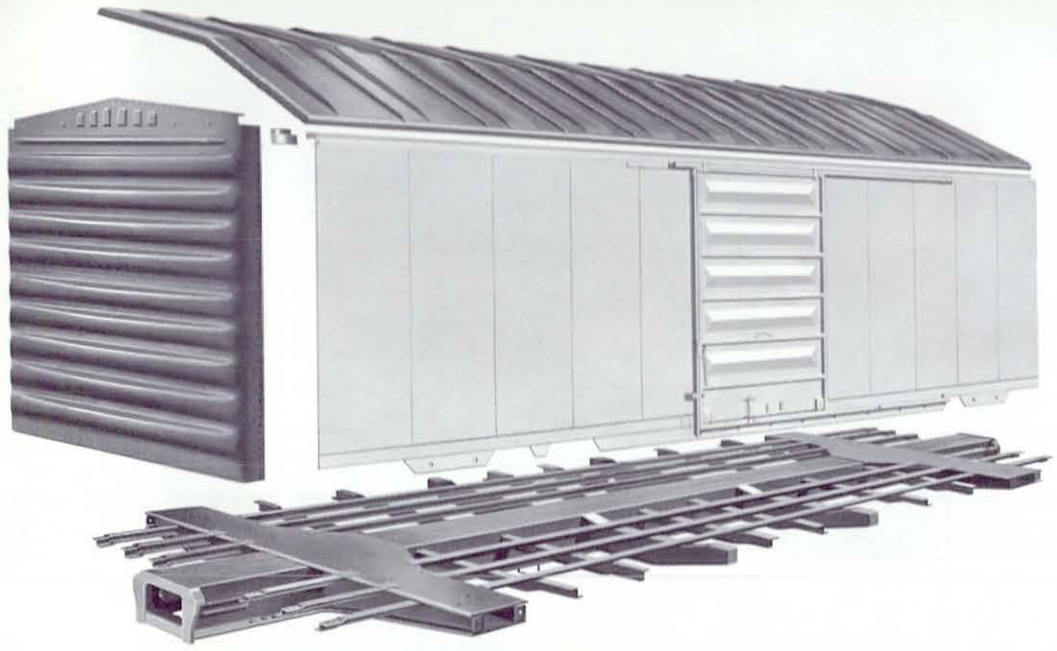


FROM MICHIGAN CITY...

PS-1 BOX CARS AND STANDARDIZED BOX CAR PARTS

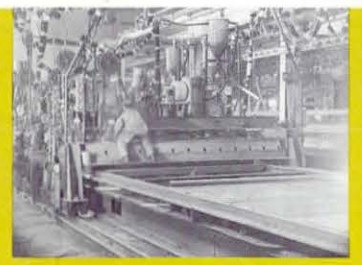
Pullman-Standard's modern plant at Michigan City, Indiana, specializes in the precision manufacture of standardized PS-1 Box Cars and Box Car Parts. Thoroughly tested and proved, the PS-1 offers many features that assure users a maximum number of efficient, economical revenue miles. Advanced production line techniques at Michigan City build economy, strength and long service life into every car.

Major parts for the rebuilding, repair and upgrading of PS-1 Box Cars are also produced at the Pullman-Standard Michigan City plant. Economical, high quality components such as P-S Sides, Ends and Underframes are the products of the same mass production methods used in the manufacture of the standardized PS-1 Box Car. In addition, parts are built to meet individual railroad specifications. Costly jigs, fixtures and dies at Michigan City assure purchasers of PS-1 Box Cars and P-S Box Car Parts rugged dependability, top performance and minimum maintenance.



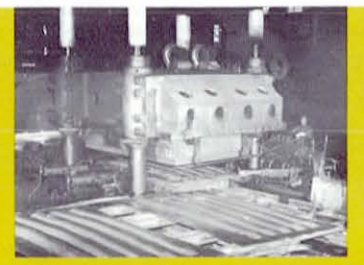
PS-1 BOX CAR CENTER SILL CONSTRUCTION—Pictured here at Michigan City are the two sections of the center sill being automatically submerged arc-welded together in a jig developed by Pullman-Standard for this purpose.

DOWN-HAND WELDING ON THE PS-1 BOX CAR UNDERFRAME—The welded bolsters, strikers and center fillers, stringers and floor beams are applied with a careful sequence of welding to minimize shrinkage and insure maximum structural strength.



AUTOMATIC ARC WELDING OF PS-1 BOX CAR SIDES—This machine, a result of Pullman-Standard's research in automatic welding, travels the length and width of a box car side and automatically arc welds side sheets together.

RIVETING SEAM CAPS ON THE PS-1 BOX CAR ROOF—This pneumatic riveting device rivets together roof sheets and hairpin type seam caps. Weathertight P-S Roofs resist drumming and buckling even under severest operating conditions.



GIANT PRESS ADDS STRENGTH TO PS-1 BOX CAR ENDS—This giant 1500 ton press forms deep, scientifically designed and contoured corrugations in PS-1 Box Car end sheets to provide maximum strength and minimum deflection.

BOX CAR SIDE DOOR APPLICATION—Shown being positioned on a PS-1 Box Car, the P-S Side Door is designed and built to include maximum operating convenience, ease of maintenance, lading protection features and unusual durability.

OTHER P-S STANDARDIZED ROLLING STOCK

PS-2 COVERED HOPPER CAR—Flexible standardization at its best with such new features as eleven-inch clearance at outlet gates, varied and increased capacities, 2007, 2929, 3215, 3506 cubic feet, and many other built-in railroad and shipper advantages from rail to roof.

PS-3 OPEN TOP HOPPER CAR—Reserve durability, the prime requirement of an open top hopper car, is built into every PS-3. All-welded construction, standardized design and extra strength in critical areas assure PS-3 users long car life and low maintenance service.

PS-4PB PIGGYBACK FLAT CAR—New unitized construction joins underframe and body members into a single, strong, all-welded structure for high-tonnage, high-revenue hauling. The PS-4PB is the standard of the piggyback fleets with 2500 units in service or on order.

PS-5 GONDOLA—The PS-5 Gondola combines quality with the mass-manufacturing savings possible through P-S Standardization. Built with production line methods, the PS-5 includes sufficient design versatility to meet variations in gondola use requirements.

Full information on all P-S Freight Cars and Parts is available for your ready reference. Ask for a specific brochure or get the entire set for your reference file.

Ask your P-S representative, or write:

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BIRMINGHAM, PITTSBURGH, NEW YORK

J. C. Fennelly Company, San Francisco Representative

Wheat Traffic Outlook Good

► **The Story at a Glance: The fourth largest winter wheat crop on record is in prospect for the 1960 harvest. Department of Agriculture figures place it at 992 million bushels—7% above 1959 and 19% above the 10-year average.**

But the farmers haven't spent the profits yet. Nor have the railroads jotted down any record revenues. While the outlook is excellent, even the most optimistic forecasters temper their enthusiasm with warnings.

They fear possible reverses in the harvest estimates because of weather. The winter wheat harvest is behind schedule due to a wet and late spring. Spring plantings are correspondingly late. The lateness of the growing season leaves the crops particularly susceptible to any abnormal dry, hot spells in the critical weeks to come.

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In the FW&D area, wheat is in "fair to excellent condition." Early yields have been very good in the Wichita Valley, where harvesting has already started.

Asked if 1960 grain revenues might increase to match the estimated increase in the harvest, a Burlington spokesman found the question "hard to answer." He noted that storage facilities were expanded throughout the Burlington territory last year and that the disappointing 1959 harvest had resulted in considerable storage being available for the current crop. He added that much of the grain traffic depended on government purchases and that this traffic depends on "demand and where the demand is."

Rock Island traffic men had one eye cocked on the weather as they prepared to move the first of the new wheat from Oklahoma last month. The "best car supply in years" has been assembled by RI to receive the second largest wheat crop in Oklahoma history—an estimated 105 million bushels. Earlier fears that even this car fleet would be overtaxed if poor weather slowed the harvest in the earlier producing states seemed to be overcome as the combines moved northward in an orderly fashion.

A spokesman for the North Western said that "prospects for movement of grain are better than last year." He compared the drastic showing of the wheat and small grains crop in the Dakotas last year with the favorable estimates for the 1960 harvest. He also pointed out that the Great Lakes ports of Duluth-Superior "will be utilizing more rail corn via the North Western this year than last, since we can now offer the twin ports seven day free time . . . just as is done at other lake ports."

Another item in favor of increased grain revenues for the North Western is the huge late corn crop planted last year in Iowa that is now beginning to move to market and to storage.

Northern Pacific earlier reported "bumper crops" in Minnesota, North Dakota and Montana and recently the road noted that "with few exceptions, favorable rainfall and cool temperatures from June 15 to July 1 greatly improved the prospects in nearly all of this area." Moisture requirements of the late crop—development is the latest for the date since 1950—have been sufficiently met to build up the subsoil reserves that will be needed as the crop reaches maturity. NP reports that the heavy winter wheat acreage in Idaho, Washington and Oregon, previously estimated as approximately equal to the 1959 crop, has maintained its capability of producing unusually high acre-yields. Harvest of winter wheat in this area began last week. In Montana, winter wheat continues to show fair to good condition while in Minnesota winter wheat continues to improve and may establish yields equal to present records.

Noting that winter wheat outyields spring wheat, NP points out that the heavy acreage of winter wheat will be a factor in upping 1960 wheat tonnage. In Washington, winter wheat takes up 93.9% of the wheat acreage; 84.5% in Oregon. This is compared to the ten-year average of 80.3% in Washington, and 79.6% in Oregon. Also, notes NP, the yield per acre is about four bushels greater on the average for winter wheat.

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Revenue prospects from the 1960 grain harvest are, as usual, faced with a big IF. Favorable weather conditions must prevail if optimistic estimates are to hold true.

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John Edwards
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William D. Lamprecht
SP

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BALTIMORE & OHIO.—**J. R. Frease,** superintendent, Monongah division, Grafton, W. Va., appointed general superintendent transportation, Baltimore, Md. **C. W. Shaw, Jr.,** trainmaster, Baltimore, succeeds Mr. Frease. **John Edwards,** assistant superintendent, Baltimore, named superintendent, Indianapolis division, succeeding the late **R. J. Roeder. Allen W. Johnston,** supervisor of terminals, Baltimore, succeeds Mr. Edwards.

J. A. Caywood, engineer—maintenance of way, Baltimore, appointed assistant chief engineer—maintenance, succeeding **C. E. Jackman,** promoted to chief engineer (RA, June 27, p. 71). **J. T. Collinson,** division engineer, Baltimore, succeeds Mr. Caywood.

Robert M. Heflin, assistant general storekeeper, appointed lumber agent and assistant to purchasing agent, Baltimore, succeeding **E. B. Isenogle,** retired.

CANADIAN PACIFIC.—**W. R. Jackett** appointed general counsel, Montreal. Title of **Ian D. Sinclair,** vice president and general counsel, will henceforth be vice president—law.

CLINCHFIELD.—**Thurman B. Martz** appointed general industrial agent, Erwin, Tenn., succeeding **George M. Timberman,** who has joined the **Louisville & Nashville.**

ELGIN, JOLIET & EASTERN.—**Harold R. O'Brien,** assistant traffic manager, Chicago, appointed traffic manager. **M. G. Lupo,** general freight agent, named assistant traffic manager. **Dwight W. Anderson,** assistant general freight agent, promoted to general freight agent. **Donald G. Olson,** general traffic agent, named manager—sales and service. **Michael J. Moran,** assistant to traffic manager, appointed assistant manager—sales and service.

JERSEY CENTRAL.—**R. A. Daley,** auditor of disbursements, appointed general auditor. **J. A. Dinsmore,** assistant auditor of disbursements, and **W. E. Smythe,** auditor of general accounts, named assistant general auditors. All are at Jersey City, N. J.

LOUISVILLE & NASHVILLE.—**John T. Metcalf,** general solicitor, Louisville, retired June 30.

John J. Miranda named assistant comptroller, Louisville, succeeding **Gilbert E. Powell,** who retired July 1.

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Emmett G. White appointed division freight agent, Mobile, succeeding **Hoyt W. Lee,** retired. **John M. Brock** named general agent, Anniston, Ala. **John E. Nall** appointed district freight agent, Lexington, Ky. **C. H. Ryan** appointed division freight agent, Chattanooga, Tenn., **H. G. Edmondson,** general agent, Chattanooga, retired. **M. E. Sillin** and **Martin R. Neel** named general agents at Omaha, Neb., and New York, respectively.

MILWAUKEE.—**P. H. Geelhart,** assistant engineer, Tacoma, Wash., appointed principal assistant engineer there, to succeed C. H. Tusler, retired.

MISSOURI PACIFIC.—**G. O. Oliver** appointed assistant traffic manager, Pittsburgh, Pa. Position of general agent abolished.

W. F. Dunkman, general accountant, appointed assistant general auditor and his former position abolished.

NEW HAVEN.—**Gustaf H. Bodin,** assistant cashier, appointed cashier.

NEW YORK CENTRAL.—**Raymond K. Carroll,** district freight sales manager, Watertown, N. Y., named assistant coal sales manager, Cincinnati, Ohio. **Raymond V. Marinier,** assistant district freight sales manager, Chicago, appointed division freight sales manager, Kankakee, Ill. **Joseph B. DiCarlo,** representative—freight sales and service, Chicago, named district freight sales manager there. **Richard D. Rines,** district freight salesman, Baltimore, Md., appointed district freight sales manager, Watertown. **John C. Emig,** district freight salesman, Memphis, Tenn., named district freight sales manager there.

W. J. Golden appointed district personnel-procedures assistant, New York.

NORFOLK & WESTERN.—**Jesse H. Gearhart,** assistant to president, Roanoke, Va., retired June 30.

Walter A. Light, general coal freight agent, appointed coal traffic manager—service, succeeding **Daniel J. Howe,** retired. **Jacob Schmuck, Jr.,** assistant general coal freight agent, succeeds Mr. Light.

Lawrence P. Murray, assistant general freight agent, Roanoke, promoted with the same title as heretofore, succeeding **Marshall N. Obenchain,** retired. **J. Allen Grasty,** assistant to general coal freight agent, Roanoke, named division freight agent, Bluefield, W. Va., succeeding **Lawrence N. Helm,** retired. **William D. Roe,** chief clerk to coal traffic manager—rates, succeeds Mr. Grasty. **Frank W. Anderson, Jr.,** district freight agent, appointed general agent, Cleveland, succeeding **Edward J. Schettler,** retired. **Harry Paul, Jr.,** commercial agent, Charlotte, N. C., succeeds Mr. Anderson.

PENNSYLVANIA.—**A. J. Kuhn** appointed auditor of expenditures, Chicago, succeeding **B. V. Weiss,** retired.

PITTSBURGH & LAKE ERIE—LAKE ERIE & EASTERN—PITTSBURGH, CHARTIERS & YOUGHIOGHENY.—**E. F. Schaefer,** purchasing agent, Pittsburgh, Pa., appointed manager of purchases and stores at McKees Rocks, Pa. **C. E. LeSuer,** general storekeeper, appointed assistant manager of purchases and stores, McKees Rocks. Positions of purchasing agent and general storekeeper abolished.

RAILWAY EXPRESS AGENCY.—**James L. Dunn** appointed household effects traffic specialist at New York.

READING.—**Harry B. Gauntt,** assistant general manager (RA, June 13, p. 89) appointed general manager, succeeding the late **A. N. Jewell.** Position of assistant general manager abolished.

D. DeCara, assistant general claim agent, Philadelphia, Pa., appointed general claim agent there, succeeding **H. J. Rohrbach,** retired. **W. D. Erdman, Jr.** succeeds Mr. DeCara.

SEABOARD.—**I. G. Brooks,** assistant general freight agent, Richmond, Va., promoted to general freight agent there, succeeding **H. W. Ewell** (RA, June 27, p. 71). **J. R. Purvis** succeeds Mr. Brooks.

SOUTHERN PACIFIC.—**William D. Lamprecht,** general manager, Pacific Lines, San Francisco, named vice president of system operations. **William M. Jaekle,** chief engineer, Pacific Lines, succeeds Mr. Lamprecht (RA, June 27, p. 71).

UNION PACIFIC.—**R. M. Sutton,** vice president and general auditor, Omaha, Neb., elected vice president and controller, New York (RA, July 4, p. 36), succeeding **Leo J. Tracy,** retired. **E. M. Kerrigan,** senior assistant general auditor, succeeds Mr. Sutton as general auditor, Omaha.

R. M. Sutton
UP

E. M. Kerrigan
UP

Wheat Traffic Outlook Good

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EXTRA CAPACITY... EXTRA PROTECTION!

Here is a gear with the highest official capacity of any standard pocket gear ever approved by the A. A. R.

Comparative impact tests show that the "700" affords close to 50% more protection against excessive impacts than a standard all-friction gear.

This extra protection means longer car life, less car damage and lower maintenance costs.

On your next order, specify the Waugh-Gould Type 700 friction-rubber draft gear.

THE WAUGH-GOULD TYPE 700 FRICTION-RUBBER DRAFT GEAR

WAUGH EQUIPMENT COMPANY

NEW YORK • CHICAGO • ST. LOUIS • Canadian Waugh Equipment Company: Montreal

MARKET OUTLOOK *at a glance*

Carloadings

Loadings of revenue freight in the week ended July 2 were not available as this issue went to press.

Loadings of revenue freight for the week ended June 25 totaled 641,628 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, June 25

District	1960	1959	1958
Eastern	89,870	102,318	91,573
Allegheny	108,676	127,014	112,431
Pocahontas	56,826	56,455	52,955
Southern	110,398	113,924	105,662
Northwestern	102,529	116,833	93,362
Central Western	119,377	126,872	120,805
Southwestern	53,952	54,381	50,397
Total Western Districts	275,858	298,086	264,564
Total All Roads	641,628	697,797	627,185
Commodities:			
Grain and grain products	60,993	64,128	64,135
Livestock	3,819	3,978	3,951
Coal	115,128	113,386	122,064
Coke	6,935	9,183	5,739
Forest Products	39,863	42,369	35,473
Ore	72,435	75,439	53,990
Merchandise l.c.l.	35,606	40,844	45,141
Miscellaneous	306,849	348,470	296,692
June 25	641,628	697,797	627,185
June 18	649,830	724,278	628,010
June 11	648,463	709,841	622,686
June 4	574,301	680,617	613,381
May 28	640,388	687,063	529,779
Cumulative total, 25 weeks	15,140,335	15,694,286	13,831,832

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended June 25 totaled 11,236 cars, compared with 9,137 for the corresponding 1959 week. Loadings for 1960 up to June 25 totaled 264,739 cars, compared with 194,899 for the corresponding period of 1959.

IN CANADA.—Carloadings for the seven-day period ended June 21 totaled 78,867 cars, compared with 77,701 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
June 21, 1960	78,867	27,396
June 21, 1959	79,233	28,075
Cumulative Totals		
June 21, 1960	1,689,164	703,479
June 21, 1959	1,709,737	682,847

New Equipment

PASSENGER-TRAIN CARS

► *New York City Transit Authority.*—Has taken delivery of 110 new subway cars built by ACF, and will receive an additional 100 cars, now being built at ACF's Berwick, Pa., plant, between August and December. Each car contains 2,500 lb of Alcoa aluminum.

► *Rock Island.*—Ordered 25 baggage cars from St. Louis Car at a cost of $1,600,000. Delivery is scheduled for December.

FOREIGN

► *Venezuelan Government.*—Has made a preliminary agreement to purchase the New Haven's three lightweight passenger trains—the "Roger Williams," "Dan'l Webster" and "John Quincy Adams"—for $3.6 million. Final transaction awaits approval of Venezuela's 1961 budget, which includes funds for this purpose.

New Facilities

► *Canadian National.*—Asked bids for construction of six small buildings, locomotive inspection pit and fueling, sanding and washing platforms at its new Moncton hump yard. This represents last major phase of construction at the $15-million facility.

► *Great Northern.*—Plans to install radio in its 8-mile-long Cascade tunnel. Project will involve installation of 36 wayside stations 1,200 ft apart. Tests have indicated that radio transmission from the locomotive is about 1,200 ft in the forward direction, but only 600 ft rearward over the train.

► *Norfolk & Western.*—Completed a 1.53-mile connection between the N&W and former Virginian main lines at Kellysville, W. Va. This is the last of six major physical connections necessitated by merger of the two roads last Dec. 1.

► *Northern Alberta.*—Construction and M/W expenditures for projects authorized or under way will total approximately $2.3 million. Major items are: Continuation of rehabilitation of Lac La Biche and Waterways subdivisions, $993,050; tie renewals, $601,000; rail relay, turnout replacement and track extensions at various points, $328,720; reconstruction of 18 bridges, $255,000; purchase of equipment, $133,900.

► *U. S. Steel.*—Construction has started on a 78-mile "spur track" connecting U. S. Steel's open pit taconite mining and beneficiating operation at Atlantic City, Wyo., with the UP at Winton Jct. Engineered by UP, the line is being built by Pomeroy-Bechtel Taconite Ore Joint Venture, Inc. Operating details still must be worked out for the USS-owned line, which is to be completed in late 1962.

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W. F. Dunkman, general accountant, appointed assistant general auditor and his former position abolished.

NEW HAVEN.—**Gustaf H. Bodin,** assistant cashier, appointed cashier.

NEW YORK CENTRAL.—**Raymond K. Carroll,** district freight sales manager, Watertown, N. Y., named assistant coal sales manager, Cincinnati, Ohio. **Raymond V. Marinier,** assistant district freight sales manager, Chicago, appointed division freight sales manager, Kankakee, Ill. **Joseph B. DiCarlo,** representative—freight sales and service, Chicago, named district freight sales manager there. **Richard D. Rines,** district freight salesman, Baltimore, Md., appointed district freight sales manager, Watertown. **John C. Emig,** district freight salesman, Memphis, Tenn., named district freight sales manager there.

W. J. Golden appointed district personnel-procedures assistant, New York.

NORFOLK & WESTERN.—**Jesse H. Gearhart,** assistant to president, Roanoke, Va., retired June 30.

Walter A. Light, general coal freight agent, appointed coal traffic manager—service, succeeding **Daniel J. Howe,** retired. **Jacob Schmuck, Jr.,** assistant general coal freight agent, succeeds Mr. Light.

Lawrence P. Murray, assistant general freight agent, Roanoke, promoted with the same title as heretofore, succeeding **Marshall N. Obenchain,** retired. **J. Allen Grasty,** assistant to general coal freight agent, Roanoke, named division freight agent, Bluefield, W. Va., succeeding **Lawrence N. Helm,** retired. **William D. Roe,** chief clerk to coal traffic manager—rates, succeeds Mr. Grasty. **Frank W. Anderson, Jr.,** district freight agent, appointed general agent, Cleveland, succeeding **Edward J. Schettler,** retired. **Harry Paul, Jr.,** commercial agent, Charlotte, N. C., succeeds Mr. Anderson.

PENNSYLVANIA.—**A. J. Kuhn** appointed auditor of expenditures, Chicago, succeeding **B. V. Weiss,** retired.

PITTSBURGH & LAKE ERIE—LAKE ERIE & EASTERN—PITTSBURGH, CHARTIERS & YOUGHIOGHENY.—**E. F. Schaefer,** purchasing agent, Pittsburgh, Pa., appointed manager of purchases and stores at McKees Rocks, Pa. **C. E. LeSuer,** general storekeeper, appointed assistant manager of purchases and stores, McKees Rocks. Positions of purchasing agent and general storekeeper abolished.

RAILWAY EXPRESS AGENCY.—**James L. Dunn** appointed household effects traffic specialist at New York.

READING.—**Harry B. Gauntt,** assistant general manager (RA, June 13, p. 89) appointed general manager, succeeding the late **A. N. Jewell.** Position of assistant general manager abolished.

D. DeCara, assistant general claim agent, Philadelphia, Pa., appointed general claim agent there, succeeding **H. J. Rohrbach,** retired. **W. D. Erdman, Jr.** succeeds Mr. DeCara.

SEABOARD.—**I. G. Brooks,** assistant general freight agent, Richmond, Va., promoted to general freight agent there, succeeding **H. W. Ewell** (RA, June 27, p. 71). **J. R. Purvis** succeeds Mr. Brooks.

SOUTHERN PACIFIC.—**William D. Lamprecht,** general manager, Pacific Lines, San Francisco, named vice president of system operations. **William M. Jaekle,** chief engineer, Pacific Lines, succeeds Mr. Lamprecht (RA, June 27, p. 71).

UNION PACIFIC.—**R. M. Sutton,** vice president and general auditor, Omaha, Neb., elected vice president and controller, New York (RA, July 4, p. 36), succeeding **Leo J. Tracy,** retired. **E. M. Kerrigan,** senior assistant general auditor, succeeds Mr. Sutton as general auditor, Omaha.

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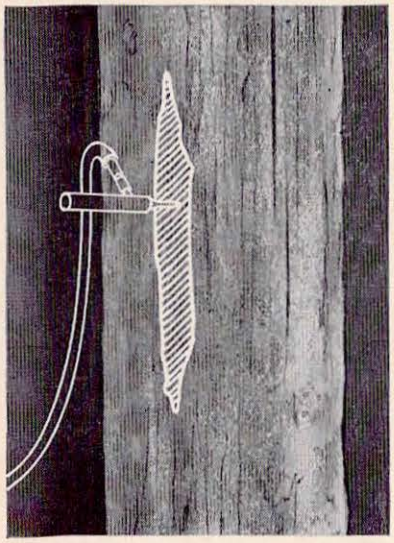

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Supply Trade

Robert B. Bradley, president, **International Harvester Co. of Canada, Ltd.,** has been elected vice president and executive head of the **Construction Equipment Division, International Harvester Co.,** to succeed **Harald T. Reishus,** retired.

A. H. McArn has joined the Engineering Service Department of **A. M. Byers Co.** Mr. McArn was previously associated with Union Switch & Signal as a design engineer.

John A. Ferguson has been appointed sales manager of **Athey Products Corp.,** Chicago with responsibility for sales to the heavy contracting, mining, railroad industries and governmental entities in the United States. He was formerly sales manager of Roto-Pak Corp., Chicago. **Claude E. Matthews,** vice president—parts and service for Athey, has been named to the newly created position of vice president—foreign operations.

Kempton Dunn, president of **American Brake Shoe Co.,** has announced formation of an Industrial Castings Group composed of four of the company's divisions. **Paul L. McCulloch, Jr.,** has been appointed group executive and elected a vice president of the company. He will have overall responsibility for the operations of the American Manganese Steel, Electro-Alloys, Engineered Castings and National Bearing Divisions. **William D. Raddatz,** vice president, Electro-Alloys Division, has been named president of that division, succeeding Mr. McCulloch.

Charles Watson has been appointed general foreman, Chicago district, **Leonard J. Simons Piggyback Maintenance Co.**

Stran-Steel Corp. announced the new location of its Chicago district office at Harris Bank Building, 111 W. Monroe Street, Chicago 3, Ill. **E. W. Fitzgerald** is district manager and **F. M. Groff** is assistant district manager.

John A. McVicker has been elected vice president of **Dominion Brake Shoe Co.,** Montreal, Que., Can., in general charge of railroad products. **Howard M. Brownrigg** has been elected vice president in charge of steel foundry products.

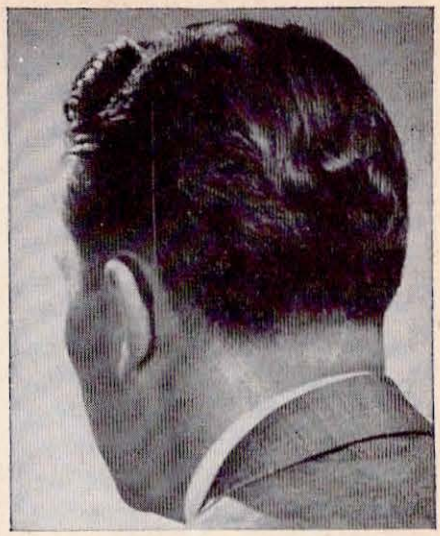
H. K. Porter Co., Inc. announced the acquisition of **Acieries & Ateliers de Construction de Marpent,** French producer of steel, railway cars and components and a variety of other industrial products.

Victor C. Lawrence has been appointed general manager of sales for **A. M. Byers Co.** at Pittsburgh, Pa. Mr. Lawrence was formerly marketing consultant. **Richard I. Enzian** has been named product manager of wrought iron and **Ralph E. Whittaker,** product manager of steel.

Dow Metal Products Co., Division of Dow Chemical Co., has assigned **Robert E. Bockrath** to a new group responsible for developing aluminum and magnesium applications in the railroad industry, with headquarters at Midland, Mich. Mr. Bockrath was formerly located in Los Angeles as a light-metals technical-service field representative for Dow.

OBITUARY

Carl Bucholtz, 77, who retired in June 1944 as president of the **Virginian,** died last month.



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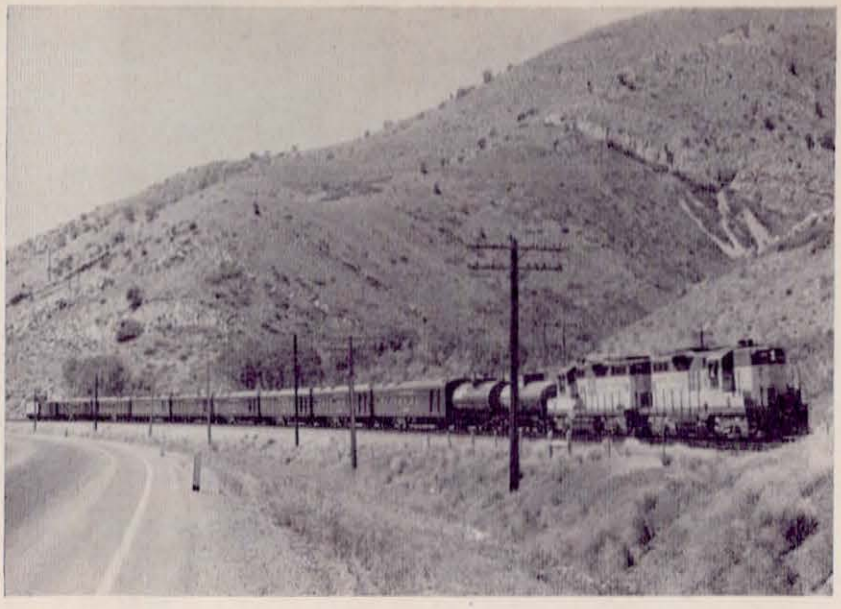

Roving Missile Train Tests Continue

Air Force Minuteman missile train tests, which began June 20, continued last week as the second train left for a seven-day run. Shown here is the first test train on initial run from Hill AFB to Echo, Utah, through Weber Canyon over UP track. The train, made up of converted Army cars, is self-sufficient for two weeks away from its base. Cars include living quarters as well as command and communication equipment, but in this version, no missile cars are included. Meanwhile, a pre-prototype missile-launcher car last week was undergoing shock impact and checkout tests at ACF's Berwick, Pa., plant. ACF and American Machine & Foundry Co. are jointly developing the 85-ft. car.

Frisco Must Modify CofGa Plan

Frisco's plan for trusteeing its Central of Georgia stock will not be approved by the ICC unless the trust agreement is modified to leave the trustee free to sell the stock to any railroad company offering to purchase it under terms and conditions found just and reasonable by the Commission.

The Commission took that position in a supplemental report in the case wherein it previously found that Frisco violated the Interstate Commerce Act in acquiring control of CofGa, and that maintenance of such control by Frisco was not in the public interest. Frisco was ordered to terminate the violation by disposing of its CofGa stock or transferring such stock to a corporate trustee under terms and conditions approved by the Commission.

Frisco elected to do the latter and submitted to the Commission its plan for transferring the stock to Hanover Bank of New York. The present Commission report passes on that plan, requiring Frisco to modify the trust agreement if it would have it approved "as an alternative to complete divestiture."

As submitted to the Commission, the trust agreement stipulated that the trustee could not vote the trusteed stock for merger or consolidation of CofGa without prior consent in writing of holders of voting trust certificates representing more than 50% of CofGa shares. Frisco's holdings amount to more than 50%.

The Commission said the agreement would not be approved unless this provision were amended to leave the trustee completely free to sell the stock to any other railroad, as noted above. The Commission's discussion of this requirement noted that a forced sale might result in serious monetary loss to Frisco. It then went on to say:

"Nevertheless, it is also undesirable that the stock be held in a static state by the trustee on Frisco's behalf, thus precluding the merger or other unification of control with another railroad or railroads, even though the same may be in the public interest and in the best interest of Central."

The Commission also required change of another of the proposed agreement's provisions which would have called upon the trustee to elect officers and directors of Central who would use their best efforts to improve service "in cooperation with the Frisco."

Commissioner Praises NH For 'Educating' Public

Preliminary verified statements and initial witnesses in the ICC inquiry into New Haven operations were generally critical of the road's management (RA, July 4, p. 32). Proceedings took a friendlier turn on the fourth day of the hearings when Commissioner Charles A. Webb questioned NH President George Alpert.

Mr. Webb told Mr. Alpert that he thought the NH president had "rendered a splendid public service in calling the attention of the public to the passenger deficit and educating them with respect to commuter deficit." Mr. Webb added that he agreed with Mr. Alpert that the New Haven had a unique problem.

In reply to an earlier question as to why there had been a rapid turnover of New Haven employees, Mr. Alpert had answered that he, as president, had offered the presidency of the New Haven to 18 different men, all of whom declined the offer.

Mr. Alpert added that, on the basis of more than four years' experience in the position, he thought, "A man would have to be out of his mind to take the job."

Mr. Alpert stressed that the rapid turnover of employees had occurred for the most part before he had been elected to the presidency. "I tried to get some of them back," he added.

Mr. Webb commented, "I am sure you are right that, even with the best management in the railroad industry, you could not pull the New Haven out of its present condition without substantial outside assistance."

Mr. Alpert, in his two-hour testimony, outlined the New Haven's problems. The road needs outside help, Mr. Alpert said, in the amount of $20 million annually.

The ICC will be given a breakdown of how this sum, if supplied, would be used, Mr. Alpert promised. The main need, Mr. Alpert indicated, is income to meet the net loss, which totalled $10,800,000 last year. Most of this loss Mr. Alpert blamed on the fact that diminishing freight profits are no longer able to overcome passenger deficits.

Bankruptcy was mentioned in Mr. Alpert's testimony as a most undesirable solution to the road's troubles.

Mr. Alpert indicated that bankruptcy could have only one of two results: either "termination of the business of the New Haven Railroad," or elimination of the passenger deficit by eliminating the service.

Either course would be undesirable for the communities the New Haven serves, Mr. Alpert said.

U. S. Rails: An Australian View

"Keep your rails," both for long-distance transport and for mass commuter services—but, as to the latter, help the railroads to help themselves.

That's the gist of observations on U.S. transportation by the Hon. N. L. Jude, Minister of Roads, Railways and Local Government in South Australia. Mr. Jude's full statement, requested by Railway Age, follows:

"As I am in the United States primarily to observe your traffic problems with a view to trying to prevent them from occurring in Australia, it might appear somewhat invidious or impertinent for me to pass comment on what I have seen, particularly when Australia is beset with the national curse of breaks of gage throughout the Commonwealth. However, as you have requested me to do so, may I observe in passing that none of your railways should be done away with except in the last resort.

"The need to sustain the peak-hour commuter system by bulk transit (i.e., rails) working in its own reserves or roadways, becomes more apparent every week. One has only to visit Los Angeles to strengthen this view.

"But such systems are privately owned and in the main do not pay. Therefore, it would seem desirable to merge many of them together—reducing overhead charges, terminal facilities, etc., to the minimum.

"After this is done by the companies concerned, then government authorities may well be asked to lend their support, not necessarily by way of direct subsidy but by removal of the various taxes which hamstring both owner and customer.

"Freeways are only part of the answer; the fantastic cost of even the access ports to them, let alone the acquisition expenses of the right-of-way, must make many people stop and think.

"As far as long-distance haulage is concerned, power traction has already reached a high state of efficiency, but there is still room for greater improvement in box handling, a shorter time marshalling of consists and more coordination at terminal points. Long-distance hauling by rail must and will stay if it is run efficiently, particularly in countries such as the United States and Australia."

Mr. Jude also told Railway Age that the Australian Commonwealth is using three principal methods to overcome rail-gage breaks:

- Converting some important broad (5 ft, 3-in.) or narrow (3 ft, 6-in.) gage lines to standard (4 ft, 8½-in.) gage.
- Building—or considering construction of—entirely new standard-gage lines to supplement existing broad or narrow gage trackage on some key, heavy-traffic routes
- Increasing use of freight containers. (These, it now appears, may be standardized at a nominal width of 8 ft, height of 8½ ft, and lengths of 8, 16 and 32 ft, with a possible fourth length of 12 ft.)

Industrial Holidays Cut RR Forces

The summer doldrums are eating into the revenues of a number of railroads. The result, last week, was a spurt of layoffs.

Out of 17 railroads spot-checked by Railway Age, seven reported that they were trimming their work forces in the face of declining freight volume, actual or anticipated. The growing trend toward long industrial holidays was the principal reason given for the layoffs.

Biggest reduction was reported by the Pennsylvania, which blamed "a steady decline in freight volume, accelerating during the past 30 days," for the furloughing of 2,200 employees system-wide. The PRR layoffs are for an indefinite period.

"This is a most unfortunate development which we deeply regret," said James P. Newell, operations vice president. "But we can no longer defer adjusting our expenditures to the level of business and the revenues of the company, in the long-term interests of the railroad, its employees and owners." He added that industrial holidays mean that "in addition to the decline in freight volume already experienced there will be a still further loss of business in the ensuing months."

New Haven has furloughed 890 employees for the month of July. A spokesman noted that the trend is toward "more and longer" industrial holidays. Prior to the layoffs, the New Haven made a point of telling union leaders that the reductions had nothing to do with the current round of wage increases.

This was the picture elsewhere:

- Seaboard Air Line has "temporarily" furloughed about 150 employees out of a total force of 2,900 in its mechanical department "due to seasonal conditions and some curtailment in work programs."
- Norfolk & Western laid off about 300 shopmen June 25 for the duration of the coal miners' holiday.
- New York Central has furloughed "some" employees, principally because of the miners' holiday.
- Baltimore & Ohio has experienced a "seasonal reduction in forces, chiefly in the transportation department."
- Wabash is furloughing about 500 employees system-wide. Decatur, Ill., company shops will be closed July 11 until an improvement in business conditions justifies reopening.
- No layoffs were reported by Illinois Central, Jersey Central, Lackawanna, Great Northern, C&NW, Mo-Pac, Soo Line and Chesapeake & Ohio. Santa Fe said it hasn't made any force reductions other than those occasioned by the normal ebb and flow of traffic. CB&Q not only isn't laying off any employees; it's beefing up its shop forces, which haven't fully recovered from the effect of last year's steel strike.

Dividends Declared

AKRON, CANTON & YOUNGSTOWN.—40¢, payable July 15 to holders of record July 1.

ALGOMA CENTRAL & HUDSON BAY.—6% preferred 75¢, quarterly, payable Sept. 1 to holders of record Aug. 15.

ATCHISON, TOPEKA & SANTA FE.—30¢, quarterly, payable Sept. 1 to holders of record July 29.

CANADA SOUTHERN.—$1.50, semiannual, payable Aug. 1 to holders of record July 15.

CANADIAN PACIFIC.—75¢, semiannual payable Aug. 1 to holders of record June 24.

CAROLINA, CLINCHFIELD & OHIO.—$1.25, quarterly, payable July 20 to holders of record July 8.

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS.—common, $5, semiannual; 5% preferred, $1.25, quarterly, both payable July 31 to holders of record July 21.

COLORADO & SOUTHERN.—4% non-cumulative 1st preferred, $2, quarterly, payable July 21 to holders of record July 6.

FORT WAYNE & JACKSON.—5½% preferred, $1.75, semiannual, payable Sept. 2 to holders of record Aug. 19.

MAHONING COAL.—common, $7.50; 5% preferred, $1.25, semiannual, both paid July 1 to holders of record June 27.

You Ought To Know...

Direct piggyback service between Chicago, Minneapolis-St. Paul and Minot, N. D., will be offered by Soo Line beginning about Aug. 1. It starts as a Plan II operation, but Soo says it's prepared to establish service under any of the other TOFC plans to meet the needs of Minot area shippers. Westbound schedules call for delivery in Minot second morning out of Chicago. Eastbound schedules are comparable.

Commercial development of 78.9 acres of the old Camp Shanks property at Orangeburg, N. Y., 23 miles from New York City, is planned by the New York Central. The facility will be called the Metropolitan Distribution Center. NYC said "extensive market studies show that this location offers prime warehousing and transportation facilities for easy access to the world's greatest concentration of buying power."

Canada has extended from July 31 to April 30, 1961, its federal subsidy for freight rate reductions to and from western provinces, at an authorized expenditure of $15 million. The government expects to receive, within that nine-month period, the report of the current Royal Commission which is studying rate problems.

Revolving white beacon light is being used by the Northern Pacific for a maintainers' call light on its CTC housings at the ends of sidings. Low afternoon sun made it almost impossible to tell if the conventional-type light bulb was lighted. Mounted on a pipe mast above the housing roof, the revolving beacon can easily be seen from the nearby highway. The dispatcher turns on the beacon by remote control, when he desires to talk to the signal maintainer or the supervisor.

Forty years of railroading only whetted Leonard C. Reynolds' appetite for more of the same. Mr. Reynolds, who retired as C&NW division superintendent at St. Paul, Minn., in 1957 after 40 years' service, has just completed two years of duty in Saigon as technical advisor to the Viet-Nam Railroad System. Now home on leave, he will return to the Far East for another two years of railroading, Viet-Nam style.

The Helen Thatcher White Foundation, prospective buyer of D&RGW's historic, narrow-gage Durango-Silverton branch, wants to be relieved of its agreement to purchase the line. Local opposition to Rio Grande's abandonment proceedings prompted the foundation to request indefinite suspension of the agreed-upon sale. If ICC approved, the foundation would have operated the line as a tourist attraction. (RA, Dec. 14, p. 42).

Concrete Ties for UAR?

Two officers of the American Concrete Crosstie Corp. are in Cairo to discuss a contract for supplying the United Arab Republic with 8,000,000 prestressed concrete crossties over a 15-year period.

The Tampa, Fla., firm was invited to bid for the contract by Dr. Mustafa Khalil, UAR Minister of Communications. Douglas P. Cone, American Crosstie Corp. president, and John P. Roebuck, Jr., vice president, arrived in Cairo last week to begin investigating sources of raw materials and plant construction costs. A German firm is also reported to be seeking the UAR contract.

A spokesman for the U. S. company, which mass produces an AAR-developed concrete crosstie now being extensively tested on the Seaboard Air Line and the Atlantic Coast Line, said a number of other countries have shown interest in the U. S. tie. These include Argentina, Australia, Belgium, Britain, Canada, India, Israel, Japan, Liberia, Mexico, The Netherlands, Norway, Pakistan, Portuguese East Africa, South Africa, Southern Rhodesia, Spain and Taiwan.

Boston & Maine will acquire (probably late this year) a Univac Solid-State 90 computer which will replace two Univac 120's and certain other standard tabulating machines. Future plans for the system include application of certain data processing procedures which will tie in with a Teletype car reporting network now being installed.

Terminology reflects responsibility on still another railroad—the M&StL. M&StL's traffic department has become its sales department, as one of the final steps in implementing a marketing program which began last autumn. Comments J. R. Sullivan, vice president-marketing: "We've forgotten about old railroad solicitation techniques and have replaced them with modern marketing procedures."

Rate reductions of up to 60% on express shipments of textiles and related dry goods products became effective July 5. The ICC allowed the Railway Express rates to stand despite the protests of motor carriers and forwarders.

Diesel engine standby heater failure warning system alerts personnel in remote areas where locomotives are temporarily parked overnight if engine water temperature falls below 100 deg. F or if commercial power fails. At 27 locations the Northern Pacific parks diesel locomotives overnight or over weekends. These engines were formerly parked in heated buildings with an attendant. Engine water heaters have been installed, which along with an alarm system operate off commercial power. If the power fails or engine water temperature falls, a bell rings at the locomotive site and at a nearby depot, engine house or railroad man's home. The person alerted, if not a mechanical department employee concerned with locomotives, calls someone who goes to the engine to ascertain the trouble and remedy it.

Abandonment of the 57-mile Tallulah Falls Railway, a mountain line which runs from Cornelia, Ga., to Franklin, N. C., has been recommended by an ICC examiner.

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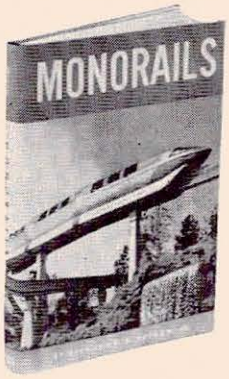

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Lowest Costs vs. Average Costs

If a farmer wants to win prizes on his livestock at the county fair, he doesn't enter the 'average' animals from his herd. He puts on display the best he has.

When a greengrocer has strawberries to sell, you won't find just 'average' berries at the top of the boxes. The upper tier usually consists of the best fruit on hand.

Instance after instance like these could be cited—where, with hardly any exception, the competitor does his competing with his most attractive merchandise. But in the transportation business, it's different. When railroads compete, too often it is only their average performance—rather than the best of which they're capable—that they are allowed to use in doing their competing. Let's have a look at how and why this happens—

When a new superhighway opens up (perhaps cutting truck time and labor costs in half), practically all the through traffic immediately deserts the older and slower roads. Regulated truck operations immediately increase their profits at existing rates—but exempt and private carriers, limited only by their reduced operating costs, quickly undercut these rates. They either take over the bulk of the business, or the common carrier truck rates have to come down, and fast.

In short: *Highway transportation, being largely unregulated, always competes with its newest, sharpest and most economical weapons.* The same is true of barge operations.

Now how do railroads go about meeting the competitive onslaught of a vastly improved parallel highway? As soon as they find out how much tonnage of principal commodities the new highway is diverting from them, they set about to ascertain how much they must (and how far they can) reduce their rates to restore their competitive position. But when railroads seek to make competitive rates they are seldom permitted by the regulators to go below the average regional out-of-pocket railroad costs, as computed by ICC cost analysts.

It is sound economics for railroads to reduce their rates to a shade above their actual variable costs (not regional average costs), if necessary to hold or regain competitive tonnage. Specifically, suppose there is a modern highway and a well-located railroad between A and B. The trucks on this highway (since they are largely unregulated) can and do, if necessary, reduce their competitive charges down to their relatively low costs of operation *on this particular highway.* As a general rule, however, the "floor" under railroad rates will be held to average regional railroad costs—which are probably a great deal higher than the costs of transportation *on the particular stretch of railroad in question.*

(Sometimes individual railroads may be permitted to make point-to-point rates at a level below regional railroad average costs, but such permission cannot be relied on).

Railroads can challenge rates of common carrier trucks, suspected of being below average truck costs, but such challenges have little effective value, even if accepted by the ICC—since the bulk of truck traffic is not regulated.

What this situation all adds up to is that, usually, railroads have to do their competing on the evidence of their average past performance—whereas truck operators can reflect instantly in their charges the economy of improved highways and improved equipment. In many situations the railroad may still be the more economical carrier, but be denied the right to reflect its low costs in specific competitive rate situations.

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It isn't just giving another twist to the crying towel to draw attention to this serious competitive disability of the railroads—because there is a way out. That way is the development by railroads of convincing cost analyses for specific sections of line, and the repeated use of such evidence in competitive rate cases. The ICC's cost people have done a fine job of filling a vacuum by their extensive work in railroad cost-finding—but they are not the only people who can, or should, do this kind of work. There is a great deal to be said for increasing emphasis on potential or capacity costs, rather than historic costs—as recently urged by the Santa Fe's President Marsh in his address to railway accounting officers (RA, June 20, p. 13).

To compete economically and fairly, the railroads must be credited with the actual economy they can demonstrate—not the much less impressive showing their average costs make, by including all operations over a wide area.

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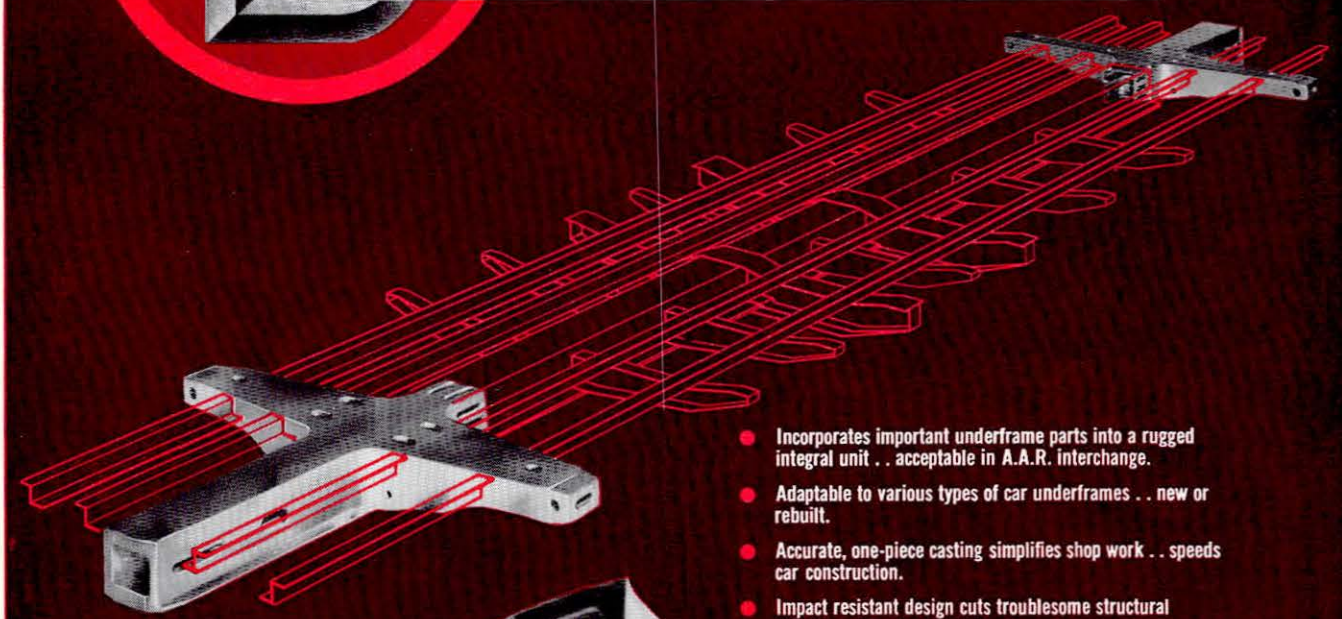

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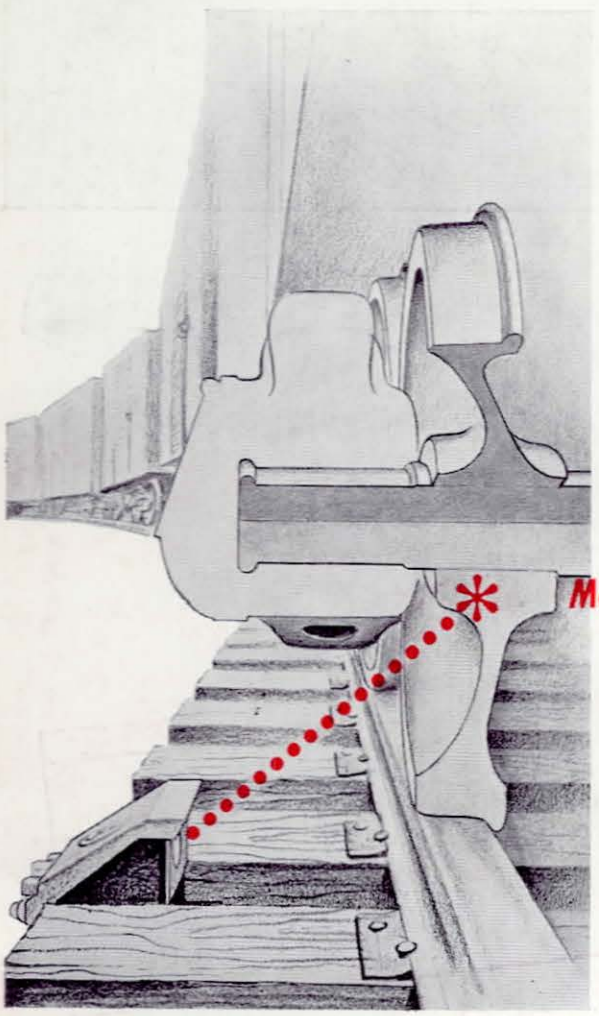

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